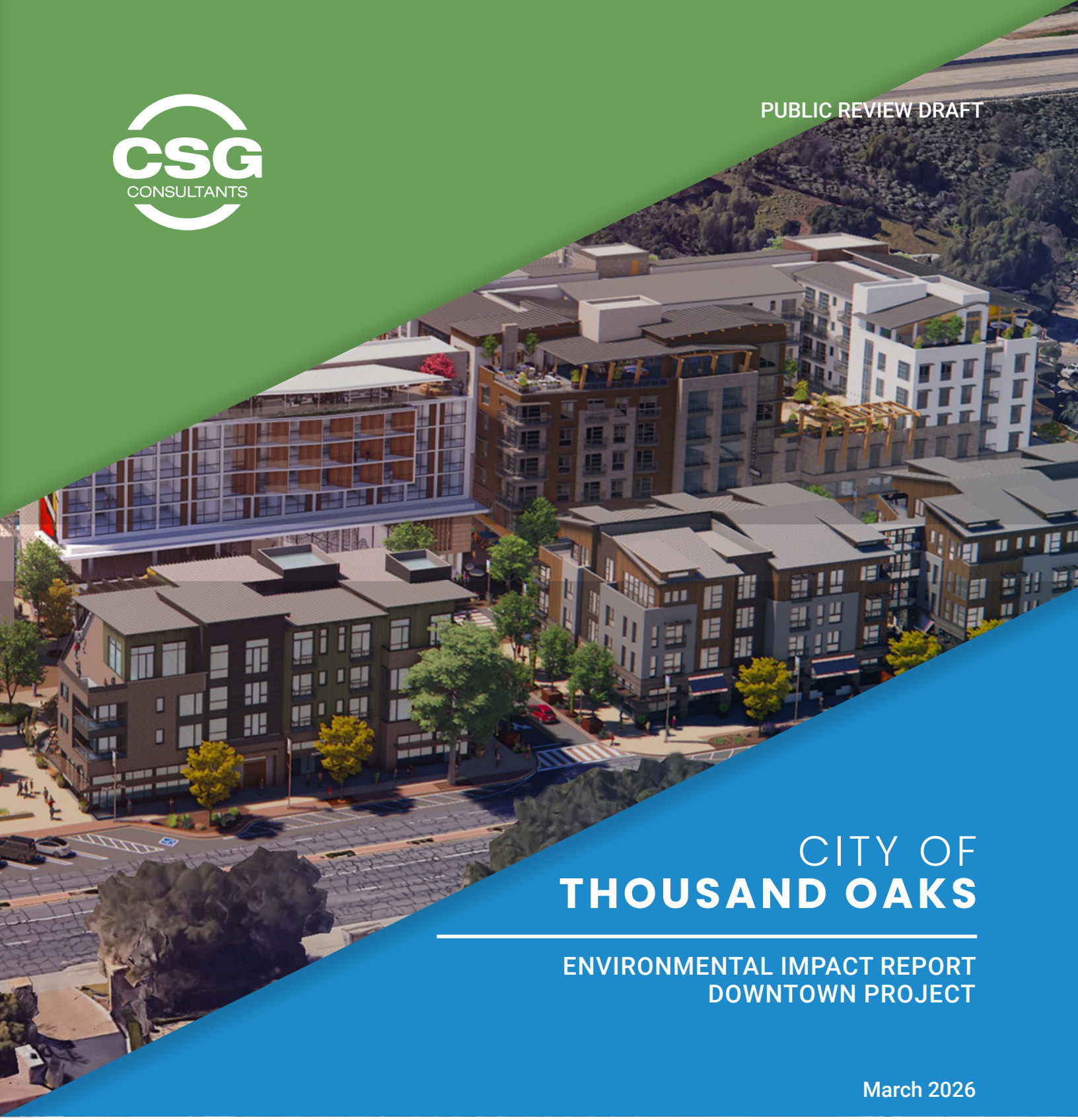
CSG CONSULTANTS

PUBLIC REVIEW DRAFT



CITY OF THOUSAND OAKS

ENVIRONMENTAL IMPACT REPORT
DOWNTOWN PROJECT

March 2026

www.csgengr.com

Prepared By
CSG CONSULTANTS

3240 El Camino Real, Suite 190 | Irvine, CA 92602
TEL : 714.568.1010 | FAX : 714.568.1028

PUBLIC REVIEW DRAFT

Environmental Impact Report

DOWNTOWN THOUSAND OAKS PROJECT

SCH No. 2025090621

Lead Agency:

CITY OF THOUSAND OAKS
2100 East Thousand Oaks Boulevard
Thousand Oaks, California 91362
Contact: Krystin Rice
805.449.2335

Prepared by:

Employee-Owned

CSG CONSULTANTS
3240 El Camino Real, Suite 190
Irvine, California 92602
Contact: Glenn Lajoie, AICP
714.815.8124

MARCH 2026

Table of Contents

SECTION **PAGE**

Acronyms ..... **xi**

1.0 Executive Summary **1-1**

1.1 Project Location 1-1
1.2 Project Summary 1-1
1.3 Project Goals and Objectives 1-2
1.4 Environmental Issues/Mitigation Summary 1-3
1.5 Significant Unavoidable Impacts 1-3
1.6 Summary of Project Alternatives 1-3
1.6.1 Alternative 1 - No Project Alternative 1-3
1.6.2 Alternative 2 – Existing Culvert to Remain Alternative 1-4
1.6.3 Alternative 3 - Alternative Unit Mix Alternative 1-5
1.6.4 Environmentally Superior Alternative 1-5
1.7 Summary of Impacts and Mitigation Measures 1-7

2.0 Introduction and Purpose **2-1**

2.1 Purpose of the Draft EIR 2-1
2.1.1 Intended Use of the EIR 2-2
2.2 Environmental Review Process 2-3
2.2.1 Lead Agency Determination 2-3
2.2.2 Scoping Process 2-3
2.2.3 Public Review of the Draft EIR 2-5
2.2.4 Final EIR 2-6
2.2.5 Mitigation Monitoring and Reporting Program 2-7
2.2.6 Notice of Determination 2-7
2.3 Organization of the Draft EIR 2-7
2.4 Responsible and Trustee Agencies 2-9
2.5 Incorporation by Reference 2-10

3.0 Project Description **3-1**

3.1 Regional Vicinity 3-1
3.2 Site Vicinity 3-1
3.3 Existing Conditions 3-7
3.4 Surrounding Uses 3-8
3.5 Background and History 3-8
3.6 Project Goals and Objectives 3-12

3.7 Thousand Oaks General Plan 2045 3-12
3.8 Civic Arts Plaza Specific Plan (SP-11) and Subareas 3-15
3.8.1 Subareas A and D (The Lakes) 3-16
3.8.2 Subareas B, C, and E (Downtown Core) 3-16
3.8.3 Subarea B: Carpenter Park 3-16
3.8.4 Subarea C: Civic Arts Plaza 3-16
3.8.5 Subarea E: Westside 3-17
3.9 Proposed Development Summary 3-18
3.9.1 Access and Roadway Improvements 3-18
3.9.2 Building B1 (Restaurant) and Carpenter Park 3-21
3.9.3 Building B2 (Bandshell) and Amphitheatre Area 3-22
3.9.4 Building C1 (Civic Arts Plaza) 3-23
3.9.5 Building C2 (Existing Parking Garage) 3-24
3.9.6 Building E1 (Hotel) 3-24
3.9.7 Building E2 (Mixed-Use with Podium Parking Garage) 3-25
3.9.8 Building E3 (Mixed Use with Subterranean Parking Garage) 3-26
3.9.9 Parking 3-27
3.9.10 Landscaping and Streetscaping 3-30
3.9.11 Lighting 3-31
3.9.12 Drainage 3-31
3.9.13 Grading and Excavation 3-32
3.9.14 Infrastructure, Utilities, and Public Services 3-33
3.9.15 Water System 3-33
3.9.16 Sewer System 3-33
3.9.17 Waste Management 3-33
3.9.18 Sustainability Features 3-34
3.9.19 Fire Resistance Features 3-35
3.10 Project Phasing 3-36
3.11 Discretionary Actions and Required Approvals 3-40
3.11.1 Future Actions 3-43

4.0 Basis of Cumulative Analysis 4-1

5.0 Environmental Impact Analysis 5-1

Environmental Topics Addressed in this Draft EIR 5-1
Format of the Draft EIR 5-1
Existing Setting 5-1
Regulatory Setting 5-2
Impact Thresholds and Significance Criteria 5-2
Impacts and Mitigation Measures 5-2
5.1 Aesthetics 5.1-1
5.1.1 Existing Setting 5.1-1
5.1.2 Regulatory Setting 5.1-18
5.1.3 Impact Thresholds and Significance Criteria 5.1-23

5.1.4 Impacts and Mitigation Measures 5.1-23
5.1.5 Cumulative Impacts 5.1-61
5.1.6 Significant Unavoidable Impacts 5.1-64
5.2 Air Quality 5.2-1
5.2.1 Existing Setting 5.2-1
5.2.2 Regulatory Setting 5.2-6
5.2.3 Impact Thresholds and Significance Criteria 5.2-12
5.2.4 Impacts and Mitigation Measures 5.2-22
5.2.5 Cumulative Impacts 5.2-42
5.2.6 Significant Unavoidable Impacts 5.2-45
5.3 Biological Resources 5.3-1
5.3.1 Existing Setting 5.3-1
5.3.2 Regulatory Setting 5.3-5
5.3.3 Impact Thresholds and Significance Criteria 5.3-10
5.3.4 Impacts and Mitigation Measures 5.3-11
5.3.5 Cumulative Impacts 5.3-21
5.3.6 Significant Unavoidable Impacts 5.3-24
5.4 Cultural Resources 5.4-1
5.4.1 Existing Setting 5.4-1
5.4.2 Regulatory Setting 5.4-12
5.4.3 Impact Thresholds and Significance Criteria 5.4-20
5.4.4 Impacts and Mitigation Measures 5.4-21
5.4.5 Cumulative Impacts 5.4-27
5.4.6 Significant Unavoidable Impacts 5.4-28
5.5 Energy 5.5-1
5.5.1 Existing Setting 5.5-1
5.5.2 Regulatory Setting 5.5-4
5.5.3 Impact Thresholds and Significance Criteria 5.5-9
5.5.4 Impacts and Mitigation Measures 5.5-10
5.5.5 Cumulative Impacts 5.5-18
5.5.6 Significant Unavoidable Impacts 5.5-20
5.6 Geology and Soils 5.6-1
5.6.1 Existing Setting 5.6-1
5.6.2 Regulatory Setting 5.6-4
5.6.3 Impact Thresholds and Significance Criteria 5.6-9
5.6.4 Impacts and Mitigation Measures 5.6-10
5.6.5 Cumulative Impacts 5.6-18
5.6.6 Significant Unavoidable Impacts 5.6-19
5.7 Greenhouse Gas Emissions 5.7-1
5.7.1 Existing Setting 5.7-1
5.7.2 Regulatory Setting 5.7-5
5.7.3 Impact Thresholds and Significance Criteria 5.7-16
5.7.4 Impacts and Mitigation Measures 5.7-22

5.7.5 Cumulative Impacts 5.7-43
5.7.6 Significant Unavoidable Impacts 5.7-43
5.8 Hazards and Hazardous Materials 5.8-1
5.8.1 Existing Setting 5.8-1
5.8.2 Regulatory Setting 5.8-13
5.8.3 Impact Thresholds and Significance Criteria 5.8-22
5.8.4 Impacts and Mitigation Measures 5.8-23
5.8.5 Cumulative Impacts 5.8-32
5.8.6 Significant Unavoidable Impacts 5.8-35
5.9 Hydrology and Water Quality 5.9-1
5.9.1 Environmental Setting 5.9-1
5.9.2 Regulatory Setting 5.9-8
5.9.3 Impact Thresholds and Significance Criteria 5.9-14
5.9.4 Impacts and Mitigation Measures 5.9-14
5.9.5 Cumulative Impacts 5.9-26
5.9.6 Significant Unavoidable Impacts 5.9-29
5.10 Land Use and Planning 5.10-1
5.10.1 Environmental Setting 5.10-1
5.10.2 Regulatory Setting 5.10-1
5.10.3 Impact Thresholds and Significance Criteria 5.10-5
5.10.4 Impacts and Mitigation Measures 5.10-6
5.10.5 Cumulative Impacts 5.10-19
5.10.6 Significant Unavoidable Impacts 5.10-20
5.11 Noise 5.11-1
5.11.1 Environmental Setting 5.11-1
5.11.2 Regulatory Setting 5.11-11
5.11.3 Impact Thresholds and Significance Criteria 5.11-16
5.11.4 Impacts and Mitigation Measures 5.11-19
5.11.5 Cumulative Impacts 5.11-40
5.11.6 Significant Unavoidable Impacts 5.11-42
5.12 Population and Housing 5.12-1
5.12.1 Existing Setting 5.12-1
5.12.2 Regulatory Setting 5.12-5
5.12.3 Impact Thresholds and Significance Criteria 5.12-9
5.12.4 Impacts and Mitigation Measures 5.12-9
5.12.5 Cumulative Impacts 5.12-20
5.12.6 Significant Unavoidable Impacts 5.12-23
5.13 Public Services and Recreation 5.13-1
5.13.1 Existing Setting 5.13-1
5.13.2 Regulatory Setting 5.13-3
5.13.3 Impact Thresholds and Significance Criteria 5.13-5.13-6
5.13.4 Impacts and Mitigation Measures 5.13-7
5.13.5 Cumulative Impacts 5.13-16

5.13.6 Significant Unavoidable Impacts 5.13-19
5.14 Transportation 5.14-1
5.14.1 Environmental Setting 5.14-1
5.14.2 Regulatory Setting 5.14-6
5.14.3 Impact Thresholds and Significance Criteria 5.14-11
5.14.4 Impacts and Mitigation Measures 5.14-12
5.14.5 Cumulative Impacts 5.14-21
5.14.6 Significant Unavoidable Impacts 5.14-22
5.15 Tribal Cultural Resources 5.15-1
5.15.1 Existing Setting 5.15-1
5.15.2 Regulatory Setting 5.15-1
5.15.3 Impact Thresholds and Significance Criteria 5.15-4
5.15.4 Impacts and Mitigation Measures 5.15-5
5.15.5 Cumulative Impacts 5.15-9
5.15.6 Significant Unavoidable Impacts 15.9-9
5.16 Utilities and Service Systems 5.16-1
5.16.1 Existing Setting 5.16-1
5.16.2 Regulatory Setting 5.16-8
5.16.3 Impact Thresholds and Significance Criteria 5.16-18
5.16.4 Impacts and Mitigation Measures 5.16-18
5.16.5 Cumulative Impacts 5.16-28
5.16.6 Significant Unavoidable Impacts 5.16-30
5.17 Wildfire 5.17-1
5.17.1 Existing Setting 5.17-1
5.17.2 Regulatory Setting 5.17-8
5.17.3 Impact Thresholds and Significance Criteria 5.17-15
5.17.4 Impacts and Mitigation Measures 5.17-15
5.17.5 Cumulative Impacts 5.17-42
5.17.6 Significant Unavoidable Impacts 5.17-45

6.0 Effects Found Not To Be Significant 6-1

6.1 Agricultural and Forestry Resources 6-1
6.1.1 Cumulative Impacts 6-2
6.2 Mineral Resources 6-2
6.2.1 Cumulative Impacts 6-3

7.0 Other CEQA Considerations 7-1

7.1 Long-Term Implications of the Proposed Project 7-1
7.2 Significant and Unavoidable Impacts 7-1
7.3 Irreversible Environmental Changes That Would Be Involved in the Proposed Action Should It Be Implemented 7-2
7.4 Growth-Inducing Impacts 7-3
7.4.1 Removal of an Impediment to Growth 7-4

7.4.2 Economic Growth 7-4
7.4.3 Population Growth 7-5
7.4.4 Precedent-Setting Action 7-5
7.4.5 Development or Encroachment of Open Space 7-5
7.4.6 Summary 7-6

8.0 Alternatives to the Proposed Project 8-1

8.1 Project Objectives 8-2
8.2 Summary of Significant Impacts 8-3
8.3 Alternatives Considered But Rejected 8-5
8.3.1 Alternative Project Site 8-5
8.4 Alternatives Considered 8-6
8.4.1 Alternative 1 - No Project Alternative 8-6
8.4.2 Alternative 2 – Existing Culvert to Remain Alternative 8-15
8.4.3 Alternative 3 - Alternative Unit Mix Alternative 8-27
8.4.4 Environmentally Superior Alternative 8-38

9.0 Organizations and Persons Consulted/List of Preparers 9-1

Lead Agency/Applicant 9-1
Public Services and Utilities 9-1
Design Team and Specific Plan Preparer 9-2
EIR Preparer 9-2
Technical Consultants 9-3

10.0 References 10-1

10.1 Bibliography 10-1
10.1.1 Environmental Impact Analysis (Section 5.0) 10-1
10.1.2 Effects Found Not To Be Significant (Section 6.0) 10-11
10.1.3 Alternatives to the Proposed Project (Section 8.0) 10-11
10.1.4 Incorporation by Reference (Sections 1.0 through 8.0) 10-12

EXHIBITS

Exhibit 3-1 Regional Vicinity 3-3
Exhibit 3-2 Site Vicinity 3-5
Exhibit 3-3 Existing Land Use Designations 3-9
Exhibit 3-4 Proposed Land Use Designations 3-13
Exhibit 3-5 Proposed Circulation and Parking Plan 3-19
Exhibit 3-6 Proposed Phasing Plan 3-37
Exhibit 4-1 Cumulative Projects Map. 4-7
Exhibit 5.1-1a Existing Site Conditions 5.1-3

Exhibit 5.1-1b Existing Site Conditions 5.1-5
Exhibit 5.1-1c Existing Site Conditions 5.1-7
Exhibit 5.1-2 Key Views Map 5.1-11
Exhibits 5.1-3a Key Views Existing Conditions 5.1-13
Exhibits 5.1-3b Key Views Existing Conditions 5.1-15
Exhibit 5.1-4 Key View 1 Before and After Project Implementation 5.1-25
Exhibit 5.1-5 Key View 2 Before and After Project Implementation 5.1-27
Exhibit 5.1-6 Key View 3 Before and After Project Implementation 5.1-29
Exhibit 5.1-7 Key View 4 Before and After Project Implementation 5.1-31
Exhibit 5.1-8 Key View 5 Before and After Project Implementation 5.1-33
Exhibit 5.1-9 Key View 6 Before and After Project Implementation 5.1-35
Exhibit 5.1-10 Key View 7 Before and After Project Implementation 5.1-37
Exhibit 5.1-11 Key View 8 Before and After Project Implementation 5.1-39
Exhibit 5.1-12 Key View 9 Before and After Project Implementation 5.1-41
Exhibit 5.1-13 Key View 10 Before and After Project Implementation 5.1-43
Exhibit 5.1-14 Existing and Proposed Shade Analysis: December 21 ..... 5.1-57
Exhibit 5.1-15 Existing and Proposed Shade Analysis: June 21 ..... 5.1-59
Exhibit 5.8-1 1868, 1934, 1938, 1948, and 2100 East Thousand Oaks Boulevard Locations 5.8-7
Exhibit 5.8-2 Soil Boring Locations 5.8-9
Exhibit 5.9-1 Proposed Hydrology 5.9-19
Exhibit 5.11-1 Noise Sensitive Receptors 5.11-7
Exhibit 5.11-2 Noise Measurement Locations 5.11-9
Exhibit 5.14-1 Existing Local Roadway System 5.14-3

TABLES

Table 1-1 Proposed Project vs. Existing Culvert to Remain: Alternative Key Differences 1-4
Table 1-2 Proposed Project vs. Alternative Unit Mix: Alternative Key Differences 1-5
Table 1-3 Comparison of Alternatives 1-6
Table 1-4 Summary of Impacts and Mitigation Measures 1-8
Table 2-1 Summary of Draft EIR Scoping Comments 2-4
Table 3-1 Proposed Land Use Summary 3-15
Table 3-2 Summary of Proposed Amendments to Civic Arts Plaza Specific Plan 3-15
Table 3-3 Proposed Development Summary 3-18
Table 3-4 Building C1 Operational Assumptions 3-24
Table 3-5 Parking Space Summary 3-27
Table 3-6 Cubic Yards of Earthwork by Phase 3-32

Table 4-1 Cumulative Projects List 4-2
Table 5.1-1 Consistency with the General Plan Policies that Govern Scenic Quality 50
Table 5.1-2 Consistency with SP-11 Policies that Govern Scenic Quality 5.1-53
Table 5.2-1 Measured Air Quality Levels 5.2-2
Table 5.2-2 National and California Ambient Air Quality Standards 5.2-7
Table 5.2-3 VCAPCD Incremental Risk Thresholds for TACs 5.2-13
Table 5.2-4 Unmitigated Maximum Daily Construction Emissions 5.2-26
Table 5.2-5 Mitigated Maximum Daily Construction Emissions 5.2-27
Table 5.2-6 Phase 2 Overlapping Maximum Daily Construction Emissions 5.2-28
Table 5.2-7 Unmitigated Long-Term Operational Emissions 5.2-29
Table 5.2-8 Mitigated Long-Term Operational Emissions 5.2-32
Table 5.2-9 Project Maximum Individual Cancer Risk During Construction (Unmitigated) .. 5.2-36
Table 5.2-10 Project Maximum Individual Cancer Risk During Construction (Mitigated)..... 5.2-37
Table 5.2-10 On-Site Maximum Individual Cancer Risk During Construction (Unmitigated) 5.2-40
Table 5.4-1 Previously Recorded Cultural Resources within the Scope of the Records Search 5.4-10
Table 5.5-1 Electricity Consumption in Ventura County 2014-2024 ..... 5.5-2
Table 5.5-2 Natural Gas Consumption in Ventura County 2014-2024 ..... 5.5-2
Table 5.5-3 Automotive Fuel Consumption in Ventura County 2014-2024 ..... 5.5-4
Table 5.5-4 Project Construction Energy Consumption..... 5.5-11
Table 5.5-5 Project Operational Energy Consumption 5.5-13
Table 5.5-6 Overlapping Phases Energy Consumption 5.5-15
Table 5.5-7 Consistency with the General Plan 5.5-17
Table 5.7-1 State of California Greenhouse Gas Emissions 5.7-3
Table 5.7-2 Construction Greenhouse Gas Emissions 5.7-23
Table 5.7-3 Unmitigated Project Operational Greenhouse Gas Emissions 5.7-24
Table 5.7-4 Mitigated Project Operational Greenhouse Gas Emissions..... 5.7-26
Table 5.7-5 Connect SoCal 2024 Project Consistency Analysis..... 5.7-29
Table 5.7-6 Consistency with the 2022 Scoping Plan 5.7-31
Table 5.7-7 Consistency with the General Plan 5.7-34
Table 5.7-8 Consistency with the Thousand Oaks Climate & Environmental Action Plan 5.7-38
Table 5.7-9 Consistency with Thousand Oaks Climate & Environmental Action Plan for Existing Buildings and Operations..... 5.7-42
Table 5.9-1 Required Stormwater Quality Design Volumes 5.9-22
Table 5.9-2 Stormwater Treatment 5.9-22
Table 5.9-3 Stormwater Detention 5.9-22
Table 5.10-1 SP-11 Project Consistency Analysis..... 5.10-8
Table 5.10-2 Downtown Core Master Plan Project Consistency Analysis 5.10-16
Table 5.11-1 Noise Descriptors 5.11-2

Table 5.11-2 Human Reaction and Damage to Buildings from Continuous Vibration Levels 5.11-4
Table 5.11-3 Noise Measurements 5.11-5
Table 5.11-4 Land Use Compatibility for Community Noise Environments 5.11-12
Table 5.11-5 City's Construction Noise Thresholds of Significance 5.11-13
Table 5.11-6 City's Thresholds of Significance for Long-Term Noise Increase 5.11-13
Table 5.11-7 Phase 1 Construction Noise Levels at the Nearest Receptors 5.11-21
Table 5.11-8 Phase 2a Construction Noise Levels at the Nearest Receptors 5.11-22
Table 5.11-9 Phase 2b Construction Noise Levels at the Nearest Receptors 5.11-23
Table 5.11-10 Phase 2c Construction Noise Levels at the Nearest Receptors 5.11-24
Table 5.11-11 Phase 3 Construction Noise Levels at the Nearest Receptors 5.11-25
Table 5.11-12 Overlapping Construction Noise Levels at the Nearest Receptors 5.11-26
Table 5.11-13 Construction Trips 5.11-27
Table 5.11-14 Existing and Existing With Project Traffic Noise Levels 5.11-31
Table 5.11-15 Construction Noise Levels at On-Site Receptors 5.11-33
Table 5.11-16 Amphitheatre Noise Levels at On-Site Receptors 5.11-35
Table 5.11-17 Vibration Levels for Construction Equipment 5.11-38
Table 5.11-18 Vibration Levels for Construction Equipment 5.11-41
Table 5.12-1 Population Estimates and Projections 5.12-1
Table 5.12-2 Housing Inventory Estimates and Projections 5.12-2
Table 5.12-3 City of Thousand Oaks 2021-2029 RHNA Allocation 5.12-3
Table 5.12-4 Employment Estimates and Projections 5.12-4
Table 5.12-5 Development Component Population Increase Assumptions 5.12-11
Table 5.12-6 Proposed Development Component Buildout Compared to General Plan EIR Buildout 5.12-12
Table 5.12-7 Proposed Development Component Buildout Compared to SCAG Growth Forecasts[1] 5.12-13
Table 5.12-8 Adaptive Reuse Component Population Increase Assumptions 5.12-14
Table 5.12-9 Proposed Adaptive Reuse Component Buildout Compared to General Plan EIR Buildout 5.12-17
Table 5.12-10 Proposed Adaptive Reuse Component Buildout Compared to SCAG Growth Forecasts[1] 5.12-17
Table 5.12-11 Proposed Project Buildout Compared to General Plan EIR Buildout 5.12-19
Table 5.12-12 Proposed Project and Cumulative Projects Buildout Compared to General Plan EIR Buildout 5.12-22
Table 5.12-13 Proposed Project and Cumulative Projects Buildout Compared to SCAG Growth Forecasts[1] 5.12-22
Table 5.14-1 Residential VMT Summary 5.14-16
Table 5.14-2 Employee VMT Summary 5.14-17
Table 5.14-3 Service Population VMT Summary 5.14-17

Table 5.16-1 City of Thousand Oaks Public Works Department, Water Division Current and Planned Water Supplies[1] 5.16-2
Table 5.16-2 City of Thousand Oaks Public Works Department, Water Division Normal Dry Year Supply and Demand Comparison[1] 5.16-4
Table 5.16-3 City of Thousand Oaks Public Works Department, Water Division Single-Dry Year Supply and Demand Comparison[1] 5.16-4
Table 5.16-4 City of Thousand Oaks Public Works Department, Water Division Multiple-Dry Year Supply and Demand Comparison[1] 5.16-4
Table 5.16-5 Primary and Secondary Landfill Facilities 5.16-6
Table 5.16-6 Existing Uses to Remain 5.16-19
Table 5.16-7 Existing Uses to be Demolished 5.16-20
Table 5.16-8 Proposed New Uses 5.16-20
Table 5.16-9 Applicable Water Demand Factors 5.16-20
Table 5.16-10 Estimated Net Increase in Water Demand 5.16-21
Table 5.17-1 Development Component Population Increase Assumptions 5.17-16
Table 5.17-2 VCFD Closest Responding Fire Stations Summary 5-17-18
Table 5.17-3 Adaptive Reuse and Outdoor Amphitheatre Component Population Increase Assumptions 5.17-31
Table 8-1 No Project Alternative and Project Objectives 8-14
Table 8-2 Proposed Project vs. Existing Culvert to Remain: Alternative Key Differences 8-15
Table 8-3 Existing Culvert to Remain Alternative and Project Objectives 8-26
Table 8-4 Proposed Project vs. Alternative Unit Mix: Alternative Key Differences 8-27
Table 8-5 Alternative Unit Mix Alternative and Project Objectives 8-37
Table 8-6 Comparison of Alternatives 8-38

Acronyms

Acronym/Abbreviation	Definition
2020-2045 RTP/SCS	Southern California Association of Government's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy
2022 AQMP	Ventura County Air Pollution Control District's 2022 Air Quality Management Plan
AB	Assembly Bill
ABC	Alcoholic Beverage Control
ACBM	Asbestos-Containing Building Materials
ACHP	Advisory Council on Historic Preservation
ACM	Asbestos-Containing Materials
Act	Alquist-Priolo Earthquake Fault Zoning Act of 1972
Action Plan	Ready Set Go! Wildfire Action Plan
ADA	Americans with Disabilities Act
ADT	Average Daily Trip
AERMOD	Gaussian dispersion model for emissions
af	Artificial fill
AFY	Acre-feet per Year
AHERA	Asbestos Hazard Emergency Response Act
ANSI	American National Standards Institute
APN	Assessor Parcel Number
Applicant	City of Thousand Oaks
Arborist Report	Downtown Thousand Oaks Project Arborist Report
ASCE	American Society of Civil Engineers
ASF	Age sensitivity factor
Assembly Bill 32/AB 32	State of California's California Global Warming Solutions Act of 2006
Assembly Bill 38/AB 38	State of California's Required Defensible Space Documentation and Inspections
AST	Aboveground storage tank
Athens	Athens Services
ATP	City of Thousand Oaks Active Transportation Plan
Basin	South-Central Coast Air Basin
Basin Plan	Los Angeles RWQCB Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties, dated September 11, 2014
BESS	Tesla-brand battery energy storage system
BMPs	Best Management Practices
BOD	Biochemical oxygen demand
BTEX	benzene, toluene, ethylbenzene, and xylenes
Business Plan Act	California Hazardous Materials Release Response Plans Inventory Law of 1985
Business Plans	Hazardous Materials Release Response Plans and Inventories
C&D	Construction and Demolition
CAAQS	California Ambient Air Quality Standards
CAEP	Climate & Environmental Action Plan
caf	Certified fill
CAFE	Corporate Average Fuel Economy
CAL FIRE	California Department of Forestry and Fire Protection
Cal/EPA	California Environmental Protection Agency
Cal/OSHA	California Division of Occupational Safety and Health
CalARP	California Accidental Release Prevention
CalEEMod	California Emission Estimator Model
CALGreen	California Green Building Code
Cal OES	Governor's Office of Emergency Services

Acronym/Abbreviation	Definition
Caltrans	California Department of Transportation
CALVNO	California Vehicle Noise
CALWUI	California Wildland-Urban Interface Code
CAP	Civic Arts Plaza
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDC	Center for Disease Control and Prevention
CDFW	California Department of Fish and Wildlife
CDS	Hydrodynamic Separator Unit
CEAP	City of Thousand Oaks Climate and Environmental Action Plan
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CESA	California Endangered Species Act
CFC	California Fire Code
CFCs	Chlorofluorocarbons
CFG	California Fish and Game
CFGC	California Fish and Game Code
cfs	Cubic feet per second
CH_4	Methane
CHP	California Highway Patrol
CHWMP	County Hazardous Waste/Materials Management Plan for Ventura County
City	City of Thousand Oaks
CIWMB	California Integrated Waste Management Board
Climate Registry	California Climate Action Registry
CMWD	Calleguas Municipal Water District
CNCA	California Noise Control Act
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNG	Compressed Natural Gas
CNPPA	California Native Plant Protection Act
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO_2	Carbon Dioxide
COD	Chemical Oxygen Demand
COG	Council of Governments
Connect SoCal 2024	Southern California Association of Governments' forecasted regional development pattern
Construction General Permit	California General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities
COSCA	Conejo Open Space Conservation Agency
Cortese List	Department of Toxic Substances Control's Hazardous Waste and Substances List – Site Cleanup
CPA	Clean Power Alliance
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CRPD	Conejo Recreation and Parks District
CRPR	California Rare Plant Rank
CSA	Cotton, Shires, and Associates, Inc.

Acronym/Abbreviation	Definition
CTCs	County Transportation Commissions
CUPA	California Unified Program Administration
CVC	California Vehicle Code
CVUSD	Conejo Valley Unified School District
CWA	Clean Water Act
CWPP	Community Wildfire Protection Plan
dB	Decibel
dBA	A-weighted decibel scale
DDD	Dichlorodiphenyldichloroethane
DDE	Dichlorodiphenyldichloroethylene
DDT	Dichlorodiphenyltrichloroethane
DEIR	Draft Environmental Impact Report
DHS	Department of Homeland Security
Design Guidelines	City of Thousand Oaks Architectural Design Review Guidelines for Commercial Projects
DigAlert	Underground Services Alert of Southern California
District	Ventura County Fire Prevention District
DO	Dissolved Oxygen
DOC	California Department of Conservation
DOT	Department of Transportation
DPM	Diesel Particulate Matter
DSH	Diameter at standard height
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
Emergency Operations Plan	City of Thousand Oaks 2020 Emergency Operations Plan
EMFAC2021	California Air Resources Board Emission FACtor model
EOC	Emergency Operations Center
EOP	Ventura County Emergency Operations Plan
EPA	United States Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-to-Know Act
ESA	Endangered Species Act or Environmental Site Assessment
ESL	Environmental Screening Level
EV	Electric vehicle
F	Fahrenheit
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Act
FESA	Federal Endangered Species Act
FHWA 2012	Federal Highway Administration's Highway Noise Prediction Model
FHSZ	Fire Hazard Security Zone
Fire Plan	2022 California Strategic Fire Plan
FMMP	Farmland Mapping and Monitoring Program
FMZ	Fuel Modification Zone
FRAP	Fire and Resource Assessment Program
FTA	Federal Transit Administration
General Plan	City of Thousand Oaks General Plan
Geotechnical Investigation	Geotechnical Engineering Investigation prepared by Cotton, Shires and Associates, Inc., dated May 2025
GHG	Greenhouse gas
g/l	Grams per Liter
Gpd	Gallons per day
GSA	Groundwater Sustainability Agency
GSP	Groundwater Sustainability Plan

Acronym/Abbreviation	Definition
GWh	Gigawatt-hours
H_2O	Water Vapor
HARP2	Hotspots Analysis and Reporting Program version 2
HBM	Hazardous Building Material
HCD	California Department of Housing and Community Development
HCTP	Hill Canyon Treatment Plant
HFCs	Hydrofluorocarbons
HFHSZ	High Fire Hazard Severity Zone
HI	Hazard Index
Highway 101	Ventura Freeway
HMTA	Hazardous Materials Transportation Act
HMTUSA	Hazardous Materials Transportation Uniform Safety Act
HQTA	High Quality Transit Area
HRA	Health Risk Assessment
HREC	Historically recognized environmental condition
HVAC	Heating, ventilation, and air condition
Hz	Hertz
IBC	International Building Code
ICS	Incident Command System
IDA	International Dark-Sky Association
IESNA	Illuminating Engineering Society of North America
IEPR	California Energy Commission Integrated Policy Report
IPaC	Information for Planning and Consultation
IPCC	Intergovernmental Panel on Climate Change
IRP	Inventory of Rare and Endangered Plants of California
IRWMP	Ventura County Integrated Regional Water Management Plan
IWMA	Integrated Waste Management Act of 1989
KPFF	KPFF Consulting Engineers
kWh	Kilowatt-hours
LBPs	Lead-Based Paints
LCD	Liquid Crystal Display
LCI	Land Use and Climate Innovation
LED	Light-emitting diode
LEED	Leadership in Energy and Environmental Design
L_{eg}	Average Sound Level
LID	Low Impact Development
L_{min}	Lowest time-weighted sound level measured
L_{max}	Highest time-weighted sound level measured
LNG	Liquid Natural Gas
LOS	Levels of Service
Los Angeles RWQCB	Regional Water Quality Control Board, Los Angeles Region
LRA	Local Responsibility Zone
MBTA	Migratory Bird Treaty Act
Michael Baker	Michael Baker International, Inc.
MJHMP	Multi-Jurisdictional Hazard Mitigation Plan
MLD	Most likely descendant
MM	Mitigation Measure
MMRP	Mitigation and Monitoring and Reporting Program
$MMTCO_2e$	Million Metric Tons of Carbon Dioxide Equivalent
MND	Mitigated Negative Declaration
MPH	Miles Per Hour

Acronym/Abbreviation	Definition
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MS4s	Municipal Stormwater Permitting Program
$MTCO_2e$	Metric Tons of Carbon Dioxide Equivalent
Municipal Code/TOMC	City of Thousand Oaks Municipal Code
MW	Megawatt
MWDSC	Metropolitan Water District of Southern California
MWELO	Model Water Efficient Landscape Ordinance
MWh	Megawatt-hours
N_2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NESHAP	National Emission Standards for Hazardous Air Pollutants
NF_3	Nitrogen Trifluoride
NFPA	National Fire Protection Association
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NIMS	National Incident Management System
NO_2	Nitrogen Dioxide
NOA	Notice of Availability
NOAA	National Oceanic and Atmospheric Association
NOC	Notice of Completion
NOD	Notice of Determination
NOI	Notice of Intent
NOP	Notice of Preparation
NOT	Notice of Termination
NO_x	Nitrous Oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NWI	USFWS National Wetland Inventory
NWL	Natural and Working Lands
O_3	Ozone
OEHHA	California Office of Environmental Health Hazard Assessment
OES	Office of Emergency Services
OFFROAD2017	California Air Resources Board Emission FACtor model
OHP	Office of Historic Preservation
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
OSFM	Office of the State Fire Marshal
PAH	Polyaromatic Hydrocarbons
Pb	Lead
PCBs	Polychlorinated Biphenyls
PCE	Tetrachloroethene
PFCs	Perfluorocarbons
PM_{10}	Coarse Particulate Matter
$PM_{2.5}$	Fine Particulate Matter
ppb	Parts Per Billion
PPE	Personal Protective Equipment
ppm	Parts Per Million
PPV	Peak particle velocity
PRC	California Public Resources Code

Acronym/Abbreviation	Definition
PRDs	Permit Registration Documents
Project	Downtown Thousand Oaks Project
PS	Pump Station
psi	Pounds per square inch
PVC	Polyvinyl chloride
Qal	Alluvium
Qc	Colluvium
RCB	Reinforced concrete box
RCCC	Red Cross Red Crescent Climate Centre
RCNM	Roadway Construction Noise Model
RCRA	Resource Conservation and Recovery Act
REC	Recognized environmental condition
REL	Reference Exposure Level
RFS	Renewable Fuel Standard
RHNA	Regional Housing Needs Assessment
RMS	Root mean square (velocity)
ROG	Reactive Organic Gases
RPD	Residential Planned Development
RPI	California Native Plant Society's Rare Plant Inventory
RPS	Renewables Portfolio Standard
RRM	RRM Design Group
RSG	Ready Set Go!
RSL	Regional Screening Level
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SAFE	Safer Affordable Fuel-Efficient Vehicles Rule
SB	Senate Bill
SB 100	Senate Bill 100
SB 50	Leroy F. Greene School Facilities Act of 1998
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coast Information Center
SCE	Southern California Edison
SCP	Site Cleanup Program
SCS	Sustainable Communities Strategy
SDC	Seismic Design Category
Seismic Act	Seismic Hazards Mapping Act
SEMS	California Standardized Emergency Management System
SF_6	Sulfur hexafluoride
SFB RWQCB	San Francisco Bay Regional Water Quality Control Board
SGMA	Sustainable Groundwater Management Act
SJVAPCD	San Joaquin Valley Air Pollution Control District
SL	Screening level
SLF	Sacred Lands File
SMARA	Surface Mining and Reclamation Act
SO_2	Sulfur Dioxide
SoCalGas	Southern California Gas Company
SP-11	Civic Arts Plaza Specific Plan
SP-20	Thousand Oaks Boulevard Specific Plan
SQDV	Stormwater quality design volume
SR-23	State Route 23

Acronym/Abbreviation	Definition
SRA	State Responsibility Area
SSMP	Sewer System Management Plan
SSOs	Sanitary Sewer Overflows
Strategic Plan	California Public Utilities Commission Energy Efficiency Strategic Plan
SVLRC	Simi Valley Landfill and Recycling Center
SVOC	Semi-volatile organic compounds
SVP	Society of Vertebrate Paleontology
SWAT	Special Weapons and Tactics Team
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TA-1/TA-3/TA3	Tributary Drainage Areas (mentioned but not described in Project Description)
TAC	Toxic Air Contaminant
TAZ	Transportation Analysis Zone
TCAC/HCD Opportunity Map	California Tax Credit Allocation Committee/Department of Housing and Community Development Opportunity Map
TDM	Transportation Demand Management
TDS	Total Dissolved Solids
Thousand Oaks Library	Grant R. Brimhall Library
TIA	Traffic Impact Analysis
TMDL	Total Maximum Daily Load
TOMC	Thousand Oaks Municipal Code
Tongva	Gabrieleño
TOPD	Thousand Oaks Police Department
TOT	Thousand Oaks Transit
tpd	Tons per day
TPH	Total petroleum hydrocarbons
TPH-d	Total petroleum hydrocarbons diesel range
TPH-g	Total petroleum hydrocarbons gasoline range
TPH-o	Total petroleum hydrocarbons oil range
TRPH	Total recoverable petroleum hydrocarbons
TSCA	Toxic Substances Control Act
TTM	Tentative Tract Map
UWMP	City of Thousand Oaks Urban Water Management Plan
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	Underground tank storage
VC	Ventura County
VCAPCD	Ventura County Air Pollution Control District
VCEHD	Ventura County Environmental Health Division
VCFC	Ventura County Fire Code
VCFD	Ventura County Fire Department
VCFPD	Ventura County Fire Protection District
VCSO	Ventura County Sheriff's Office
VCSQMP	Ventura Countywide Stormwater Quality Management Program
VCTC	Ventura County Transportation Commission
VCTM	Ventura County Transportation Model
VCWPD	Ventura County Watershed Protection District
VdB	Vibration Velocity Level
VDECS	Verified Diesel Emission Control Strategy

Acronym/Abbreviation	Definition
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WDRs	Waste Discharge Requirements
WEAP	Worker Environmental Awareness Program
WSA	Water Supply Assessment
WSAS	Water Supply Alternatives Study
WUI	Wildland-Urban Interface

1.0 Executive Summary

1.1 Project Location

The proposed Downtown Thousand Oaks Project (project) site is located in the eastern portion of the City of Thousand Oaks (City), approximately 0.7-miles east of State Route 23 (SR-23) and the Ventura Freeway (Highway 101) interchange. The project site sits in a low-lying area of the City, along Thousand Oaks Boulevard, and is visible from nearby hillside trails to the north. The 17.68-acre project site is comprised of the following:

- A total of 16 complete parcels:
  - Assessor's Parcel Numbers (APNs): 670-0-182-060; 670-0-182-190; 670-0-182-210; 670-0-182-220; 670-0-182-230; 670-0-181-090; 670-0-181-110; 670-0-181-140; 670-0-181-235; 670-0-181-250; 670-0-181-260; 670-0-181-270; 670-0-181-340; 670-0-181-350; 670-0-181-360; 671-0-240-450; and
- Two partial parcels:
  - APNs 671-0-240-460 and 670-0-182-050; and
- Three Public Right-of-Way segments: Thousand Oaks Boulevard (south side frontage improvements), Dallas Drive, and Oakwood Drive.

All parcels are presently owned by the City, except for APN 670-0-182-050, located at 1868 East Thousand Oaks Boulevard, which the City plans to acquire as part of the proposed project. APN 671-0-240-460 is presently owned by the City but is anticipated to be transferred to T.O. Lakes LLC pursuant to a recorded Development Agreement with the City, dated October 7, 2025. The project site is generally described as being located at 2100 East Thousand Oaks Boulevard, the address of the existing Civic Arts Plaza (CAP) complex.

A small portion of the project site, located at 1868 East Thousand Oaks Boulevard, is zoned as being within the Thousand Oaks Boulevard Specific Plan (SP-20) area and is designated as Commercial Neighborhood. No changes would be proposed to the zoning or land use designation of this parcel.

Satellite parking locations to be used during peak demand for downtown use and during construction for laydown storage include:

1. 265 South Rancho Road (existing parking areas); and
2. 110 South Conejo School Road.

It should also be noted that APNs 671-0-240-485 and 671-0-240-475 are part of the Civic Arts Plaza Specific Plan (SP-11), which is being updated in its entirety. However, those parcels would not be affected by the Specific Plan Amendment, nor would those parcels be developed in any way as part of the proposed project. Future improvements on those parcels have already been contemplated by 2021-70424-MND.

1.2 Project Summary

The project proposes, generally, to create a pedestrian-oriented downtown, including new construction facilitating mixed-use residential, a hotel, commercial, office, and entertainment uses, partial reconstruction of the existing City Hall, development of public amenities such as a park plaza and outdoor amphitheatre, as well as supporting infrastructure such as new roadways, reconfigured utilities, and stormwater management. Temporary relocation of City staff and in-person public services to off-site location(s) within existing permitted office space within City boundaries is anticipated during reconstruction of the existing City Hall. Overall, the proposed project involves two components: (1) development of two mixed-use buildings, a hotel, a park, a restaurant, associated infrastructure, hardscape, landscaping, and site improvements (herein referenced as the "development component"), and (2) development of a bandshell and associated amphitheatre, the adaptive reuse of the existing Civic Arts Plaza, and the temporary relocation of City staff and in-person public services associated with the existing City Hall to off-site location(s) within existing

permitted office space within City boundaries (herein referenced as the "adaptive reuse, outdoor amphitheatre, and temporary relocation components").

A General Plan Amendment would be required to change the existing land use designation of a 5.33-acre portion of the project site. The proposed project would use the parking facilities at 265 South Rancho Road and 110 South Conejo School Road for satellite parking during peak demand times. These locations would also be utilized for off-site construction laydown areas. Construction of the proposed project would occur in five phases: Phase I, Phase 2A, Phase 2B, Phase 2C, and Phase 3, and is anticipated to commence in 2027 and be completed by 2032.

The project would require the following approvals:

- General Plan Amendment;
- Specific Plan Amendment;
- Tentative Tract Map;
- Development Permit;
- Protected Tree Permit;
- Special Use Permit;
- Construction Permits, including building, grading, foundation, and associated permits; and
- Certification of the Final Environmental Impact Report.

1.3 Project Goals and Objectives

Pursuant to Section 15124(b) of the CEQA Guidelines, the Environmental Impact Report (EIR) project description must include "[a] statement of objectives sought by the proposed project…. The statement of objectives should include the underlying purpose of the project." The proposed project objectives are outlined below:

- Provide a mixed-use community on the project site, located within the General Plan Downtown Subarea, of sufficient residential and commercial density to generate consistent activity, stimulate economic growth, and catalyze future private reinvestment in the surrounding area, thereby making best economic use of City-owned parcels and increasing tax revenues in support of City services.
- Provide flexible public spaces for community and cultural events like farmers' markets, performances, and gatherings throughout the day, which position the project site as the premier destination for civic, cultural, and entertainment uses.
- Renovate and rehabilitate the existing City Hall administrative offices in a manner that facilitates improved City service delivery, public wayfinding, governmental transparency, efficiency, and accessibility, and encourages public participation in civic life.
- Provide market-rate affordable housing units to help alleviate the State's housing crisis and support the City's Regional Housing Needs Assessment (RHNA) goals.
- Provide a new hotel use of sufficient scale and density to support the performing arts venues on the site by creating overnight accommodation for visitors and/or performers, increasing daily visitors to support commercial businesses within the downtown area; and to maximize new transient occupancy tax revenues to the City.
- Incentivize alternative modes of travel such as rideshare, bicycling, and walking to, from, and within the site by consolidating parking, providing pedestrian-focused street design, and including active ground-floor commercial or entertainment uses in all structures.
- Position new development to screen the existing parking garage from view from Thousand Oaks Boulevard and neighboring properties.

1.4 Environmental Issues/Mitigation Summary

Table 1-4, Summary of Impacts and Mitigation Measures, summarizes the impacts, mitigation measures, and significance after mitigation analyzed in Section 5.0, Environmental Analysis, of this EIR. Refer to the appropriate EIR Section for detailed information.

1.5 Significant Unavoidable Impacts

The following significant and unavoidable impacts of the proposed project are discussed in Section 5.2, Air Quality, and Section 5.14, Transportation. Refer to those discussions for further details and analyses of the significant and unavoidable impacts identified below:

- Impact AQ-1: The proposed project would conflict with or obstruct implementation of the applicable air quality plan;
- Impact AQ-2; The proposed project would 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;
- Cumulative Impact (AQ-1): The proposed project, combined with other cumulative projects, would conflict with or obstruct implementation of the applicable air quality plan;
- Cumulative Impact (AQ-2): The proposed project, combined with other cumulative projects, would result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable federal or State ambient air quality standard;
- Impact T-2; The proposed project would conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b); and
- Cumulative Impact (T-2): The proposed project, combined with other cumulative projects, would conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b).

1.6 Summary of Project Alternatives

1.6.1 Alternative 1 - No Project Alternative

In accordance with the CEQA Guidelines, “the no project analysis shall discuss the existing conditions…, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.” The CEQA Guidelines continue to state that “in certain instances, the no project alternative means ‘no build’ wherein the existing environmental setting is maintained.” The No Project Alternative includes a discussion and analysis of the existing baseline conditions at the time the Notice of Preparation (NOP) was published on September 11, 2025. The No Project scenario is described and analyzed to enable the decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.

Under the No Project Alternative, the proposed development, adaptive reuse, outdoor amphitheatre, and temporary relocation components would not occur. The site’s current General Plan land use designation (Institutional) would remain in place. The proposed SP-11 amendments would not be adopted, and the subareas within the site that are designated by the current SP-11 would remain the same. Given that the site is currently developed with uses consistent with the existing land use designation and zoning (i.e., the Civic Arts Plaza complex, including City Hall), it is reasonably expected that buildout of the site under existing designations and zoning would be the same as existing conditions. The site would continue to operate as an institutional use center with City Hall services, performing arts venues, public park space, and three commercial tenants located along Thousand Oaks Boulevard. The existing structures on-site would remain, the undeveloped space located west of Dallas Drive, north of the existing parking structure, and south of the commercial buildings along Thousand Oaks Boulevard would remain undeveloped and underutilized, and no

development would occur. Similar to the proposed project, the existing use at 1868 East Thousand Oaks Boulevard would remain.

Unlike the proposed project, the No Project Alternative would not require a General Plan Amendment, Specific Plan Amendment, Tentative Tract Map, Protected Tree Permit, Special Use Permit, Final Subdivision Map, entitlements, Development/Purchase Agreement, Landscape Plan Check, Drainage Plan, Water and Sewer Plan, Water Quality Management Plan, Infrastructure Plans/Permits, Grading Permits, Building Permits, Major/Minor Modifications, encroachment permits, Fire Protection Clearances, or NPDES permit.

1.6.2 Alternative 2 – Existing Culvert to Remain Alternative

The Existing Culvert to Remain Alternative proposes the development of the bandshell and amphitheatre (Building B2), restaurant (Building B1), hotel (Building E1), mixed-use buildings (Buildings E2 and a physically separated version of Building E3, see below), adaptive reuse of City Hall (Building C1), and all of the same infrastructure, landscaping, hardscape, roadway, and site improvements as the proposed project. However, this alternative proposes to keep the existing underground culvert that is located under the site of the proposed Building E3 in place, which would prohibit the development of subterranean parking for Building E3.

The existing Ventura County Watershed Protection District culvert transects the northern portion of the project site, undulating across the proposed Building E3 footprint. In a previous conceptual design (May 2024), the existing culvert alignment was anticipated to remain. This resulted in 4 separate structures proposed in place of the currently proposed Building E3, including:

- Building B1*: Mixed Use – 4,600 square feet of commercial, 23 residential units
- Building B2*: Mixed Use – 4,651 square feet of commercial, 12 residential units
- Building C1*: Commercial – 3,354 square feet of commercial
- Building C2*: Commercial – 1,020-square-foot commercial “kiosk”

*The Building numbering proposed above has since been revised for the proposed project. All four buildings above would have constituted what is now being proposed as the single mixed-use Building E3 in their place, as part of the proposed project. These buildings have no relation to the currently proposed Building B1 (restaurant), Building B2 (bandshell and amphitheatre), Building C1 (Civic Arts Plaza), or Building C2 (parking structure). These building numbers shall be considered separately for this alternative only.

This alternative would have no subterranean parking and would rely solely on shared parking with the podium parking proposed in Building E2. All other proposed project features would remain the same. The configuration of the four buildings proposed above would include both mixed-use buildings located west of Dallas Drive and the two commercial buildings located on the east side of Dallas Drive.

Key differences between this alternative and the proposed project include the following:

Table 1-1
Proposed Project vs. Existing Culvert to Remain: Alternative Key Differences

Project Component	Proposed Project	Existing Culvert To Remain Alternative
Residential Units	79 (Building E3)	35 (Buildings B1, B2)
Commercial square footage	19,048 square feet	13,625 square feet
Parking	77 subterranean spaces in Building E3	0 spaces in Building E3
Grading	Approximately 49,500 cubic yards for subterranean parking	0 cubic yards associated with subterranean development

This alternative results in 44 fewer residential units, approximately 5,500 less square feet of commercial area, 77 fewer parking spaces, and approximately 49,500 less cubic yards of grading since no subterranean parking garage would be

possible given the existing culvert alignment. Development of this alternative would still include demolition of the three existing commercial structures fronting Thousand Oaks Boulevard and partial renovation of the existing Civic Arts Plaza complex. Under the Existing Culvert to Remain Alternative, all of the same project approvals, including a General Plan Amendment and Specific Plan Amendment, would be required, similar to the proposed project. This alternative would require less grading; however, the overall construction period is expected to be similar to the proposed project.

1.6.3 Alternative 3 - Alternative Unit Mix Alternative

The Alternative Unit Mix Alternative proposes the development of the bandshell and amphitheatre (Building B2), restaurant (Building B1), hotel (Building E1), mixed-use buildings (Buildings E2 and Building E3), adaptive reuse of City Hall (Building C1), and all of the same infrastructure, landscaping, hardscape, roadway, and site improvements as the proposed project. However, this alternative proposes a different unit mix for Buildings E2 and E3; the alternative unit mix was determined by calculating the potential total unit count for the buildings with a target of approximately 25 percent studios/one-bedrooms, 50 percent two-bedrooms, and 25 percent three-bedrooms, while maintaining the same proposed building massing and envelopes as the proposed project.

Key differences between this alternative and the proposed project include the following:

Table 1-2
Proposed Project vs. Alternative Unit Mix: Alternative Key Differences

Unit Type	Unit Count			
	Proposed Project		Alternative Unit Mix Alternative	
	Building E2	Building E3	Building E2	Building E3
Studio	115	35	13	7
1-Bedroom	27	25	30	18
2-Bedroom	19	19	60	34
3-Bedroom	N/A	N/A	13	9
Total Units	**161**	**79**	**116**	**68**

This alternative results in 184 total units, or 56 fewer residential units than the proposed project. This alternative would also include 22 three-bedroom units, which are not included in the proposed project. Though the unit configuration would be different, no other differences are proposed to the design of the mixed-use structures compared to the proposed project. Development of this alternative would still include demolition of the three existing commercial structures fronting Thousand Oaks Boulevard and partial renovation of the existing Civic Arts Plaza complex. Under the Alternative Unit Mix Alternative, all of the same project approvals, including a General Plan Amendment and Specific Plan Amendment, would be required, similar to the proposed project. The construction period is expected to be similar to the proposed project.

1.6.4 Environmentally Superior Alternative

Table 1-3 summarizes the comparative analysis presented above (i.e., the alternatives compared to the proposed project). Review of Table 1-3 indicates that the No Project Alternative is the environmentally superior alternative, because it would avoid or lessen the majority of impacts associated with development of the proposed project. According to CEQA Guidelines Section 15126.6(e), “if the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” Accordingly, an environmentally superior alternative among the other alternatives is identified below.

Table 1-3
Comparison of Alternatives

Sections	No Project Alternative	Existing Culvert to Remain Alternative	Alternative Unit Mix Alternative
Aesthetics	↓	=	=
Air Quality	↓	↓	↓
Biological Resources	↓	=	=
Cultural Resources	↓	=	=
Energy	↓	↓	↓
Geology and Soils	↓	=	=
Greenhouse Gas Emissions	↓	↓	↓
Hazards and Hazardous Materials	↓	=	=
Hydrology and Water Quality	↓	↓	=
Land Use and Planning	↓	=	=
Noise	↓	↓	↓
Population and Housing	↓	↓	↓
Public Services and Recreation	↓	↓	↓
Transportation	↓	=	↑
Tribal Cultural Resources	↓	=	=
Utilities and Service Systems	↓	↓	↓
Wildfire	↓	↓	↓

Notes:
↑ Indicates an impact that is greater than the proposed project (environmentally inferior).
↓ Indicates an impact that is less than the proposed project (environmentally superior).
= Indicates an impact that is equal to the proposed project (neither environmentally superior nor inferior).

The Existing Culvert to Remain Alternative would have less environmental impacts compared to the proposed project with regard to energy, GHG emissions, hydrology and water quality, noise, population and housing, public services and recreation, utilities and service systems, and wildfire. The impacts of this alternative related to energy, hydrology and water quality, population and housing, public services and recreation, utilities and service systems, and wildfire would be less than significant, similar to the proposed project. The impacts of this alternative related to GHG emissions and noise would be less than significant with mitigation incorporated, similar to the proposed project. This alternative would result in similar environmental impacts to aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, land use and planning, and tribal cultural resources as the proposed project. Impacts related to air quality would still be significant and unavoidable, with mitigation incorporated, and impacts related to transportation would still be significant and unavoidable, similar to the proposed project. Air quality and VMT impacts would be slightly reduced in comparison to the proposed project, due to the reduced unit count, commercial square footage, and grading, however, impacts would still be significant and unavoidable.

The Existing Culvert to Remain Alternative would not achieve all of the project's objectives. This alternative would develop fewer residential units and less commercial square footage than the proposed project, and would therefore not meet the project's goals of sufficient economic use of the City's parcels (Objective 1). This alternative would also not provide the quantity of affordable housing units desired by the City compared to the proposed project (Objective 4). Additionally, this alternative would not avoid the significant and unavoidable impacts related to air quality and transportation that would similarly result from the proposed project. Overall, this alternative would be environmentally superior based on marginal reductions in impacts related to air quality, energy, GHG emissions, hydrology and water quality, noise, population and housing, public services and recreation, utilities and service systems, and wildfire, but it would not achieve project Objective 1 and would not achieve Objective 4 to the same extent as the proposed project,

and it would still result in significant and unavoidable impacts on air quality and transportation. Therefore, this alternative would not achieve all project objectives or significantly reduce environmental impacts compared to the proposed project.

The Alternative Unit Mix Alternative would have less environmental impacts compared to the proposed project with regard to energy, GHG emissions, noise, population and housing, public services and recreation, utilities and service systems, and wildfire. The impacts of this alternative related to energy, population and housing, public services and recreation, utilities and service systems, and wildfire would be less than significant, similar to the proposed project. The impacts of this alternative related to GHG emissions and noise would be less than significant with mitigation incorporated, similar to the proposed project. This alternative would result in similar environmental impacts to aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, and tribal cultural resources as the proposed project. Impacts related to air quality would still be significant and unavoidable, with mitigation incorporated, and impacts related to transportation would still be significant and unavoidable, and marginally greater compared to the proposed project. Air quality impacts would be slightly reduced in comparison to the proposed project, due to the reduced unit count; however, VMT impacts would be marginally greater, and impacts would still be significant and unavoidable.

The Alternative Unit Mix Alternative would not achieve all of the project's objectives. This alternative would not maximize the development capacity of the site. This alternative would develop fewer residential units than the proposed project, and would therefore not meet the project's goals of sufficient economic use of the City's parcels (Objective 1). This alternative would also not provide the quantity of affordable housing units desired by the City compared to the proposed project (Objective 4). Additionally, this alternative would not avoid the significant and unavoidable impacts related to air quality and transportation that would similarly result from the proposed project; VMT-related impacts from this alternative would be marginally greater than the VMT impacts of the proposed project. Overall, this alternative would marginally reduce impacts related to air quality, energy, GHG emissions, noise, population and housing, public services and recreation, utilities and service systems, and wildfire, compared to the proposed project, but it would not achieve project Objective 1 and would not achieve Objective 4 to the same extent as the proposed project. It would result in marginally greater VMT impacts, and would still result in significant and unavoidable impacts on air quality and transportation. Therefore, this alternative would not achieve all project objectives or significantly reduce environmental impacts compared to the proposed project.

Between the Existing Culvert to Remain Alternative and the Alternative Unit Mix Alternative, the Existing Culvert to Remain Alternative would be environmentally superior because it would also reduce impacts to hydrology and water quality and transportation, and the reduction in impacts to air quality would be greater than with the Alternative Unit Mix Alternative. However, this alternative would not achieve all of the project objectives; it would not meet the project's goals of sufficient economic use of the City's parcels, and would not provide the quantity of affordable housing units desired by the City compared to the proposed project. Additionally, this alternative would not avoid the significant and unavoidable impacts related to air quality and transportation that would similarly result from the proposed project. Therefore, this alternative would not achieve all project objectives or significantly reduce environmental impacts compared to the proposed project.

1.7 Summary of Impacts and Mitigation Measures

Table 1-4, Summary of Impacts and Mitigation Measures, summarizes the impacts, mitigation measures, and significance after mitigation analyzed in Section 5.0, Environmental Analysis, of this EIR.

Table 1-4
Summary of Impacts and Mitigation Measures

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
5.1	**Aesthetics/Light and Glare**		
	Impact AES-1: The proposed project would not have a substantial adverse impact on a scenic vista.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Impact AES-2: The proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Impact AES-3: The proposed project would not, in urbanized areas, conflict with applicable zoning and other regulations governing scenic quality.	**Project-Level and Programmatic-Level Analyses:** Refer to MM BIO-4 below.	Less Than Significant Impact With Mitigation Incorporated.
	Impact AES-4: The proposed project would not create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.	**Project-Level and Programmatic-Level Analyses:** **MM AES-1 Photometric Plan:** The project applicant shall retain a licensed Professional Engineer to prepare a photometric plan, to be submitted to the City of Thousand Oaks, for review and approval prior to issuance of building permits demonstrating compliance with the California Green Building Standards Code, Title 24, Part 11 (CALGreen). 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 residential properties while providing the minimum required lighting to meet safety standards.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not result in significant impacts to scenic vistas.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within an eligible State Scenic Highway.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would	Refer to MM BIO-4 below.	Less Than Significant Impact With Mitigation Incorporated.

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
	not, in urbanized areas, conflict with applicable zoning and other regulations governing scenic quality.		
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area	Refer to MM AES-1.	Less Than Significant Impact With Mitigation Incorporated.
5.2	**Air Quality**		
	Impact AQ-1: The proposed project would conflict with or obstruct implementation of the applicable air quality plan.	**Project-Level and Programmatic-Level Analyses:** **MM AQ-1**: The Construction Contractor shall ensure that off-road diesel construction equipment of 50 horsepower (HP) or greater shall comply with EPA/CARB Tier 4 emissions standards or equivalent and shall ensure that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. 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. **MM AQ-2:** 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 volatile organic compound (VOC) standard of less than 10 grams per liter.	Significant and Unavoidable.

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
		MM AQ-3: Any development agreement or long-term lease agreement associated with any building within the project site, and in which the City is party, shall require the use of zero VOC cleaning supplies and all landscaping equipment used on public landscape areas to utilize 100 percent electric landscaping equipment (e.g., lawnmowers, leaf blowers, hedge trimmers). In addition, for any areas within the project site that are maintained by the City, the City shall utilize zero VOC cleaning supplies as well as 100 percent electric landscaping equipment. All properties shall be equipped with exterior electrical outlets to accommodate the landscape equipment requirement. Provision of such electrical requirements shall be checked by the City of Thousand Oaks Building Division prior to building permit or electrical permit issuance.	
	Impact AQ-2: The proposed project would 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.	**Project-Level and Programmatic-Level Analyses:** Refer to MM AQ-1, MM AQ-2, and MM AQ-3.	Significant and Unavoidable.
	Impact AQ-3: The proposed project would not expose sensitive receptors to substantial pollutant concentrations.	**Project-Level and Programmatic-Level Analyses:** Refer to MM AQ-1.	Less Than Significant Impact With Mitigation Incorporated.
	Impact AQ-4: The proposed project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would conflict with or obstruct implementation of the applicable air quality plan.	Refer to MM AQ-1, MM AQ-2, and MM AQ-3.	Significant and Unavoidable.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is	Refer to MM AQ-1, MM AQ-2, and MM AQ-3.	Significant and Unavoidable.

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
	non-attainment under an applicable federal or State ambient air quality standard.		
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not expose sensitive receptors to substantial pollutant concentrations.	Refer to MM AQ-1.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	No mitigation measures are required.	Less Than Significant Impact.
5.3	**Biological Resources**		
	Impact BIO-1: The proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.	**Project-Level and Programmatic-Level Analyses:** **MM BIO-1: Conduct Pre-Construction Bird Surveys and Implement Avoidance and Minimization Measures:** For construction activities initiated during the bird nesting season February 15 through September 15 (as early as January 1 for raptors), involving removal of vegetation, abandoned structures, man-made features, or other nesting bird habitat, a pre-construction nesting bird survey shall be conducted no more than five (5) days prior to initiation of ground disturbance and vegetation removal. The nesting bird pre-construction survey shall be conducted on foot and shall include an area on and around the construction site at a distance determined by a qualified biologist, including staging and storage areas. The minimum survey radii surrounding the work area shall be 500 feet. The survey shall be conducted by a qualified biologist familiar with the identification of avian species known to occur in the Thousand Oaks region. If construction lapses for five (5) days or longer, the qualified biologist shall conduct another focused survey before project activities are reinitiated. If nests are found, an avoidance buffer shall be determined by the biologist dependent upon the species, the proposed work activity, and existing disturbances associated with land uses	Less Than Significant Impact With Mitigation Incorporated.

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
		outside the site. The qualified biologist shall observe the active nest to establish a behavioral baseline of the adults and nestlings, if present. The qualified biologist shall monitor the active nests while construction activities are happening to detect signs of disturbance and behavioral change as a result of construction impacts, such as noise, vibration, odors, or worker/equipment motion. If signs of disturbance and behavioral changes are observed, the qualified biologist shall stop all construction work causing those changes until a larger avoidance buffer is established or until it is determined that the nesting period is completed. The buffer shall be demarcated by the biologist with bright orange construction flagging, construction lathe, or other means to demarcate the boundary. All construction personnel shall be notified of the buffer zone as a "Nesting Bird Area" and shall avoid entering the buffer zone until a biologist determines that the nest is no longer active. No ground-disturbing activities shall occur within the buffer until the biologist has confirmed that breeding/nesting is completed and the young have fledged the nest. A report summarizing the pre-construction survey(s) shall be prepared by a qualified biologist and be included on project site plans and submitted to the City prior to the commencement of construction activities. **MM BIO-2: Special-Status Bat Species Habitat Assessment Survey and Emergence Survey(s):** For construction activities where trees, abandoned structures, or other habitat for roosting bats is present and construction activities may occur during seasonal periods of bat activity, construction activities shall occur outside the maternity season from April 1 through August 31, as feasible. Should construction timing not allow for it, a special-status bat habitat assessment survey shall be conducted by a qualified biologist no more than five (5) days prior to any construction activities	

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
		during the bat maternity season. The survey shall document any evidence of special-status bat species that may occur in proposed work areas through direct observation (e.g., roosting bats) and/or sign(s) (e.g., bat guano). If no observance and/or sign(s) of special-status bats are detected during these surveys, then construction-related activities may proceed. If observance or sign(s) of special-status bat species are detected during the survey, and construction activities occur during the bat maternity season (April 1 through August 31), special-status bat species emergence survey(s) shall be conducted. Emergence surveys shall be conducted in areas of suitable bat habitat (e.g., near buildings or trees) during the bat maternity season to document any special-status bat species emerging from features identified during the habitat assessment survey. Generally, the emergence survey(s) shall be conducted approximately one hour prior to sunset and last a minimum of two hours after sunset; however, the timing shall be determined by the qualified biologist. Passive acoustic monitoring equipment shall be utilized during the emergence surveys to identify bats to the species level. In the event multiple features were identified in the habitat assessment in which bats may occur, at the discretion of the qualified biologist, either multiple emergency surveys may be necessary or additional acoustic equipment may need to be set up in order to capture the acoustics of bats as they emerge at dusk. Roosting sites documented within or adjacent to a project site during the maternity season shall be avoided. Specifically, the qualified biologist shall determine an appropriate buffer around the roost site where construction shall be avoided. The buffer typically ranges in size, between 100 to 300 feet around the roost site, depending on potential resulting project impacts and surrounding terrain. For example, if	

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
		the project will result in high noise decibels and the roost site is exposed without surrounding trees or hills, the buffer may be increased to reduce disturbances to the roosting bats during breeding activities. Buffer distances may also be at the discretion of the USFWS and/or CDFW if special-status bat species are present in the maternity roost. Should special-status bat species be documented within the project site, and the roost site cannot be avoided by the project, a bat mitigation and/or management plan shall be developed for roost relocation. Mitigation and management plans will require consultation with and approval from the USFWS and/or CDFW prior to the commencement of construction. **MM BIO-3: Conduct Pre-construction Crotch's Bumble Bee Surveys and Implement Avoidance Measures:** For construction activities located in vacant or undeveloped areas containing open grasslands, shrublands, or chaparral, a habitat assessment for Crotch's bumble bee shall be performed by a qualified biologist knowledgeable and experienced with Crotch's bumble bee and the habitat in which they occur. If the biologist determines that suitable habitat for Crotch's bumble bee is present, a focused survey shall be performed during the species' active flight period for Crotch's bumble bee and peak blooming period of nectar and pollen sources (May 1 through July 31). The Crotch's bumble bee survey shall be conducted on foot and shall encompass the entirety of the project site and focus on areas that allow for the highest probability of detection, such as high abundance nectar or pollen sources and rodent burrows that may be used for breeding and nesting. If Crotch's bumble bee is determined to be present, the project proponent shall map the locations of the observed bumblebee, areas of abundant nectar or pollen sources,	

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
		and any active nesting sites. A report summarizing the results of the habitat assessment and focused survey (if required) shall be prepared by the qualified biologist and shall be submitted to the City prior to the commencement of construction activities. Further, consultation with the CDFW will be necessary in the event Crotch's bumble bee was observed within the project site and an Incidental Take Permit, in accordance with the California Endangered Species Act, may be required prior to initiating any ground disturbance on the site.	
	Impact BIO-2: The proposed project would not 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.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	No Impact.
	Impact BIO-3: The proposed project would not 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.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	No Impact.
	Impact BIO-4: The proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	No Impact.
	Impact BIO-5: The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	**Project-Level and Programmatic-Level Analyses:** **MM BIO-4: Tree Protection Plan Compliance:** The proposed project shall comply with the requirements of the Tree Protection Plan, prepared by Bancroft Construction Services, dated January 9, 2026, available in Appendix E.	Less Than Significant Impact With Mitigation Incorporated.

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
	Impact BIO-6: The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	No Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.	Refer to MM BIO-1, MM BIO-2, and MM BIO-3.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not 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.	No mitigation measures are required.	No Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	No mitigation measures are required.	No Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	No mitigation measures are required.	No Impact.

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Refer to MM BIO-4.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not 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 mitigation measures are required.	No Impact.
5.4	**Cultural Resources**		
	Impact CUL-1: The proposed project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5.	**Project-Level and Programmatic-Level Analyses:** **MM CUL-1: Worker Environmental Awareness Program:** Worker Environmental Awareness Program (WEAP) training shall be provided to all construction personnel and monitors who are not trained archaeologists prior to the start of construction activities. A basic presentation and handout or pamphlet shall be prepared to ensure proper identification and treatment of inadvertent cultural resource discoveries. The purpose of the WEAP training is to provide specific details on the kinds of cultural materials, both prehistoric and historic, that may be identified during construction of the project and explain the importance of and legal basis for the protection of cultural resources. Each worker shall also be provided with the proper procedures to follow in the event that cultural resources or human remains are discovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate notification of the site supervisor and the qualified archaeological and Native American monitors. If the discovery is Native American, a Native American monitor shall be notified. The Applicant shall ensure that construction personnel are made available for and attend	Less Than Significant Impact With Mitigation Incorporated.

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
		the training and retain documentation demonstrating attendance. **MM CUL-2: Unanticipated Discovery of Cultural Resources:** The project applicant shall retain a qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for archaeology and has experience in California prehistoric and historic resources, prior to the start of any earthwork activities related to project construction, to monitor all ground-disturbing activities within the areas of native soil (i.e., below existing areas of artificial fill from previous construction). In the event that potential prehistoric or historic-era archaeological resources (sites, features, or artifacts) are exposed during construction activities for the project, all construction work occurring within a 50-foot buffer of the find shall immediately stop, and a qualified archaeologist must be notified immediately to assess the significance of the find and determine whether or not additional study is warranted. Depending on the significance of the find under the California Environmental Quality Act (CEQA), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work (e.g., preparation of an archaeological treatment plan, testing, or data recovery) may be warranted. 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. If Native American resources are discovered or are suspected, each of the consulting tribes for the project shall be notified, as dictated by California Health and Safety Code Section 7050.5, California Public Resources Code Section	

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
		5097.98, and CEQA Guidelines Section 15064.5(e). An archaeological monitoring report shall be prepared within 60 days following completion of ground disturbance and submitted to the City of Thousand Oaks Community Development Director for review. This report shall document compliance with approved mitigation, document the monitoring efforts, and include an appendix with daily monitoring logs. The final report shall be submitted to the South-Central Coastal Information Center and interested consulting tribes.	
	Impact CUL-2: The proposed project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.	**Project-Level and Programmatic-Level Analyses:** Refer to MM CUL-1 and MM CUL-2.	Less Than Significant Impact With Mitigation Incorporated.
	Impact CUL-3: The proposed project would not disturb any human remains, including those interred outside of dedicated cemeteries.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5.	Refer to MM CUL-1 and MM CUL-2.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.	Refer to MM CUL-1 and MM CUL-2.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not disturb any human remains, including those interred outside of dedicated cemeteries.	No mitigation measures are required.	Less Than Significant Impact.
5.5	**Energy**		
	Impact EN-1: The proposed project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
	Impact EN-2: The proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency.	No mitigation measures are required.	Less Than Significant Impact.
5.6	**Geology and Soils**		
	Impact GEO-1: The proposed project would not directly or indirectly cause potential substantial adverse effects involving seismic-related hazards.	**Project-Level and Programmatic-Level Analyses:** **MM GEO-1: Geotechnical Investigation Recommendations:** Prior to issuance of a grading permit, the project applicant shall demonstrate, to the satisfaction of the City of Thousand Oaks Public Works Department, that the recommendations for design and construction identified in the Geotechnical Investigation, Preliminary Geotechnical Investigation, Civic Arts Plaza Master Plan, City of Thousand Oaks, 2100 Thousand Oaks Blvd, Thousand Oaks, California 91362, prepared by Cotton, Shires, and Associates, Inc., dated May 2025 (Geotechnical Investigation), and subsequent reports/amendments to the Geotechnical Investigation, have been incorporated into the project design, grading, and building plans, as applicable.	Less Than Significant Impact With Mitigation Incorporated.
	Impact GEO-2: The proposed project would not result in substantial soil erosion or the loss of topsoil.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Impact GEO-3: The proposed project would not 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	**Project-Level and Programmatic-Level Analyses:** Refer to MM GEO-1.	Less Than Significant Impact With Mitigation Incorporated.

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
	landslide, lateral spreading, subsidence, liquefaction, or collapse.		
	Impact GEO-4: The proposed project would not 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.	**Project-Level and Programmatic-Level Analyses:** Refer to MM GEO-1.	Less Than Significant Impact With Mitigation Incorporated.
	Impact GEO-5: The proposed project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	No Impact.
	Impact GEO-6: The proposed project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	**Project-Level and Programmatic-Level Analyses:** **MM GEO-2: Technical Paleontological Assessment:** Prior to issuance of grading permits, the project applicant shall provide a technical paleontological assessment prepared by a qualified paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology (SVP) standards for a Principal Investigator or Project Paleontologist, assessing the sensitivity of the project site for buried paleontological resources to the City of Thousand Oaks Community Development Department, Planning Division for review and approval. If resources are known or reasonably anticipated, the assessment shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of the qualified paleontologist. The mitigation plan shall include, but not be limited to, the following: • A qualified paleontologist shall be retained for the project and shall be on call during grading and other significant ground-disturbing activities; • Should any potentially significant fossil resources be discovered, no further grading shall occur in the area of the discovery until the	Less Than Significant Impact With Mitigation Incorporated.

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
		qualified paleontologist and City of Thousand Oaks Community Development Department, Planning Division concurs in writing that adequate provisions are in place to protect these resources; and • Unanticipated discoveries shall be evaluated for significance by the qualified paleontologist. If a resource is determined to be significant by the qualified paleontologist, the resource shall be collected and catalogued in accordance with SVP guidelines and adequately curated in an institution with appropriate staff and facilities. A report of findings with an itemized accession inventory shall be prepared as evidence that monitoring has been successfully completed and shall be submitted and approved by the City of Thousand Oaks Community Development Department, Planning Division prior to the granting of occupancy permits.	
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not expose people and structures to potential substantial adverse effects involving geology and soils.	Refer to MM GEO-1.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	Refer to MM GEO-2.	Less Than Significant Impact With Mitigation Incorporated.
5.7	**Greenhouse Gas Emissions**		
	Impact GHG-1: The proposed project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	**Project-Level and Programmatic-Level Analyses:** Refer to MM AQ-2 and MM AQ-3.	Less Than Significant Impact With Mitigation Incorporated.
	Impact GHG-2: The proposed project would not conflict with an applicable plan, policy or regulation	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
	adopted for the purpose of reducing the emissions of greenhouse gases.		
	Cumulative Impacts: Greenhouse gas emissions generated by the project, combined with other cumulative projects would not have a significant cumulative impact on global climate change or conflict with an applicable greenhouse gas reduction plan, policy or regulation.	No mitigation measures are required.	Less Than Significant Impact.
5.8	**Hazards and Hazardous Materials**		
	Impact HAZ-1: The proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Impact HAZ-2: The proposed project would not 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.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Impact HAZ-3: The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Impact HAZ-4: The proposed project would not 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 not create a significant hazard to the public or the environment.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	No Impact.
	Impact HAZ-5: The proposed project is not located within 2 miles of a public airport or public use airport and would not result in a safety hazard or excessive noise for people residing or working in the project area.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Impact HAZ-6: The proposed project would not impair implementation of or physically interfere	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
	with an adopted emergency response plan or emergency evacuation plan.		
	Impact HAZ-7: The proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not 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.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not 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, could create a significant hazard to the public or the environment.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not be located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or public use airport, and could result in a safety hazard or excessive	No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
	noise for people residing or working in the project area.		
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.	No mitigation measures are required.	Less Than Significant Impact.
5.9	**Hydrology and Water Quality**		
	Impact HWQ-1: The proposed project would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Impact HWQ-2: The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Impact HWQ-3: The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would 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, or 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.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
	Impact HWQ-4: The proposed project would not be located in a flood hazard, tsunami, or seiche zone, resulting in the risk of release of pollutants due to project inundation.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Impact HWQ-5: The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	No mitigation measures are required.	No Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would 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, or 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.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not be located in a flood hazard, tsunami, or seiche	No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
	zone, resulting in the risk of release of pollutants due to project inundation.		
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	No mitigation measures are required.	Less Than Significant Impact.
5.10	**Land Use and Planning**		
	Impact LU-1: The proposed project would not physically divide an established community.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Impact LU-1: The proposed project would not 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.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not physically divide an established community.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	No mitigation measures are required.	Less Than Significant Impact.
5.11	**Noise**		
	Impact NOI-1: The proposed project would not 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.	**Project-Level and Programmatic-Level Analyses:** **MM NOI-1:** To reduce potential noise impacts from amphitheatre events on nearby sensitive receptors, the amphitheatre operator shall prepare a project-specific detailed noise impact study, as follows: 1. Once the detailed site plan is finalized, including the final stage location, speaker configuration, and event operations, a project-specific detailed noise impact study shall be prepared by a qualified acoustical consultant prior to	Less Than Significant Impact With Mitigation Incorporated.

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
		operation of the amphitheatre. The study shall evaluate amplified and non-amplified events at the amphitheatre and assess noise levels at all nearby sensitive receptors, including elevated receptors (e.g., upper floors of adjacent buildings), under worst-case operating scenarios. 2. The noise study shall demonstrate compliance with the City of Thousand Oaks General Plan 2045 Noise Element significance criteria for long term operational noise, as identified in Table 5.11-6, including applicable noise increase thresholds at sensitive receptors. If the study identifies exceedances of the applicable significance thresholds, feasible mitigation measures shall be identified and implemented to reduce noise levels to below the applicable thresholds. Such measures may include, but are not limited to, limitations on amplified sound levels, restrictions on hours of operation, limitations on the number of amplified events per month, and/or other operational controls. 3. Any recommended mitigation measures shall be implemented prior to commencement of amphitheatre events and shall be subject to review and approval by the City of Thousand Oaks Planning Division.	
	Impact NOI-2: The proposed project would not generate excessive groundborne vibration or groundborne noise levels.	No mitigation measures are required.	Less Than Significant Impact.
	Impact NOI-3: 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 would not expose people residing or working in the project area to excessive noise levels.	No mitigation measures are required.	No Impact.

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not 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.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not generate excessive groundborne vibration or groundborne noise levels.	No mitigation measures are required.	Less Than Significant Impact.
5.12	**Population and Housing**		
	Impact POP-1: The proposed project would not 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).	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Impact POP-2: The proposed project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not induce substantial unplanned population growth in an area, either directly or indirectly.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.	No mitigation measures are required.	Less Than Significant Impact.
5.13	**Public Services and Recreation**		
	Impact PS-1: The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, the construction of	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
	which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection.		
	Impact PS-2: The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection 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.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Impact PS-3: The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered school 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.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Impact PS-4: The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered park 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.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Impact PS-5: The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
	Impact PS-6: The proposed project would not 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, and would include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection 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.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection 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.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not result in substantial adverse physical impacts associated with the provision of new or physically altered school 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.	No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not result in substantial adverse physical impacts associated with the provision of new or physically altered park 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.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not 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, and include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.	No mitigation measures are required.	Less Than Significant Impact.
5.14	**Transportation**		
	Impact T-1: The proposed project would not conflict with a program, plan, ordinance or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Impact T-2: The proposed project would conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b).	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are feasible.	Significant and Unavoidable.

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
	Impact T-3: The proposed project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Impact T-4: The proposed project would not result in inadequate emergency access.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not conflict with a program, plan, ordinance or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b).	No mitigation measures are feasible.	Significant and Unavoidable.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not result in inadequate emergency access.	No mitigation measures are required.	Less Than Significant Impact.
5.15	**Tribal Cultural Resources**		
	Impact TCR-1: The proposed project would not cause a substantial adverse change in significance of a Tribal Cultural Resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.	**Project-Level and Programmatic-Level Analyses:** Refer to MM CUL-1 and MM CUL-2.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not cause a substantial adverse change in the significance of a Tribal Cultural Resource that is	Refer to MM CUL-1 and MM CUL-2.	Less Than Significant Impact With Mitigation Incorporated.

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
	listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); and the proposed project, combined with other cumulative projects, would not cause a substantial adverse change in significance of a Tribal Cultural Resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.		
5.16	**Utilities and Service Systems**		
	Impact U-1: The proposed project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years, and would not require or result in the relocation or construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Impact U-2: The proposed project would result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's project demand in addition to the provider's existing commitments, or result in the relocation or construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Impact U-3: The proposed project would not result in the relocation or construction of new stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
	Impact U-4: The proposed project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals and would comply with Federal, State, and local management and reduction statutes and regulations related to solid waste.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Impact U-5: The proposed project would not result in the relocation or construction of new or expanded dry utility facilities, which could cause significant environmental effects.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years, and would not require or result in the relocation or construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's project demand in addition to the provider's existing commitments, and would not result in the relocation or construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not result in the relocation or construction of new stormwater drainage facilities, the construction or	No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
	relocation of which could cause significant environmental effects.		
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals and could comply with Federal, State, and local management and reduction statutes and regulations related to solid waste.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not result in the relocation or construction of new or expanded dry utility facilities, which could cause significant environmental effects.	No mitigation measures are required.	Less Than Significant Impact.
5.17	**Wildfire**		
	Impact W-1: The proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Impact W-2: The proposed project would not, 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.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Impact W-3: The proposed project would not 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.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.
	Impact W-4: The proposed project would not 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.	**Project-Level and Programmatic-Level Analyses:** No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure (MM)	Significance After Mitigation
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not substantially impair an adopted emergency response plan or emergency evacuation plan.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not, 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.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not 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.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other cumulative projects, would not 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.	No mitigation measures are required.	Less Than Significant Impact.

INTENTIONALLY LEFT BLANK

2.0 Introduction and Purpose

2.1 Purpose of the Draft EIR

This Draft Environmental Impact Report (EIR) has been prepared by the City of Thousand Oaks to evaluate the potential direct and indirect physical impacts on the environment as a result of the Downtown Thousand Oaks Project (proposed project). The Draft EIR has been prepared pursuant to the applicable provisions of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Section 21000 et seq.); its implementing guidelines, known as the State CEQA Guidelines (California Code of Regulations [CCR], 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. 2025090621), pursuant to State CEQA Guidelines Section 15367. 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 serves as both a Project EIR, as well as a Program-level EIR, and has been prepared in accordance with CEQA Guidelines Sections 15161 and 15168, respectively. The proposed project involves two components: (1) development of two mixed-use buildings, a hotel, a park, a restaurant, associated infrastructure, hardscape, landscaping, and site improvements, and (2) development of a bandshell and associated amphitheatre, the adaptive reuse of the existing Civic Arts Plaza, and the temporary relocation of City staff and in-person public services associated with the existing City Hall to off-site location(s) within existing permitted office space within City boundaries. The development component is analyzed at a project-level per CEQA Guidelines Section 15161, and the adaptive reuse and temporary relocation component is analyzed at a programmatic level per CEQA Guidelines Section 15168. CEQA Guidelines Section 15161 states that a Project EIR examines the environmental impacts of a specific development project and should focus primarily on the changes in the environment that would result from the development project. The Project EIR examines all stages of the project, including planning, construction, and operation. The Draft Downtown Thousand Oaks EIR examines the environmental impacts of a specific development project, as well as any future action that would occur as a result of the proposed project, and focuses primarily on the changes in the environment that would result from the development of the project. The Draft 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.

This Draft EIR is intended 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 proposed 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.

Mitigation measures are provided that may be adopted as conditions of approval to avoid or minimize the significance of impacts resulting from the project. In addition, the Downtown Thousand Oaks EIR is the primary reference document in the formulation and implementation of a mitigation monitoring program for the proposed project.

The City of Thousand Oaks (which has the principal responsibility of processing and approving the project) and other public (i.e., responsible and trustee) agencies that may use this EIR in the decision-making or permit process will consider the information in this EIR, along with other information that may be presented during the CEQA process. Environmental impacts are not always able to be mitigated to a level considered less than significant; in those cases, impacts are considered significant unavoidable impacts. In accordance with Section 15093(b) of the CEQA Guidelines, if a public agency approves a project that has significant impacts that are not substantially mitigated (i.e., significant unavoidable impacts), the agency shall state in writing the specific reasons for approving the project, based on the Final EIR and any other information in the public record for the project. This is termed, per Section 15093 of the CEQA Guidelines, a "statement of overriding considerations."

2.1.1 Intended Use of the EIR

The Draft EIR has been 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.

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.

2.2 Environmental Review Process

2.2.1 Lead Agency Determination

CEQA Guidelines Section 15367 defines a lead agency as "…the public agency which has the principal responsibility for carrying out or approving a project." The City of Thousand Oaks is designated as the Lead Agency for the proposed project.

This Draft EIR was prepared by CSG Consultants, Inc. for the City of Thousand Oaks and reflects the independent judgment and analysis of the City as required by CEQA. Lists of organizations and people consulted, and the report preparation personnel are provided in Section 8 of this Draft EIR.

2.2.2 Scoping Process

In compliance with the CEQA Guidelines, the City has provided opportunities for various agencies and the public to participate in the environmental review process. During preparation of the Draft EIR, efforts were made to contact various federal, State, regional, and local government agencies and other interested parties to solicit comments on the proposed project. This included the distribution of a Notice of Preparation (NOP) to various responsible agencies, trustee agencies, and interested parties, in addition to a public scoping meeting held on September 24, 2025, via Zoom. The EIR scoping process is summarized below.

Notice of Preparation

Pursuant to the provision of Section 15082 of the CEQA Guidelines, on September 11, 2025, the City circulated an NOP directly to public agencies (including the State Clearinghouse, Office of Land Use and Climate Innovation), responsible agencies, trustee agencies, and other interested parties in accordance with California Public Resources Code Section 21092.2. The NOP comment period began on September 11, 2025, and ended on October 13, 2025. The NOP was also available for review in the Ventura County Clerk's office and on the City website at https://toaks.gov/index.php?section=environmental&projectsection=5&project=85. 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 as Appendix A. A total of seven (7) agencies submitted written comment letters and/or verbal comments in response to the NOP and public scoping meeting. No comments from members of the public were received. Table 2-1**,** Summary of NOP Comments, provides a list of commenters and a general summary of comments raised during the public review period for the NOP.

Table 2-1
Summary of Draft EIR Scoping Comments

Agency/Organization	Author	Date	Comment Summary	Coverage in the Draft EIR
Public Agencies				
Native American Heritage Commission	Matthew Lin, Cultural Resources Analyst	September 18, 2025	The Native American Heritage Commission commented on impacts to historical and tribal cultural resources and tribal consultation requirements with California Native American tribes that are affiliated with Thousand Oaks pursuant to AB 52 and SB 18, and provided recommendations for cultural resources assessments.	Section 5.4, Cultural Resources, and Section 5.15, Tribal Cultural Resources
California Department of Transportation – District 7	Miya Edmonson, LDR Branch Chief	October 9, 2025	The California Department of Transportation (Caltrans) commented on Senate Bill 743, VMT as the standard transportation analysis metric in CEQA, multi-modal and complete streets transportation elements to promote alternatives to car use related to the project, the use of road diets and traffic calming measures to implement complete streets and pedestrian safety measures, reducing single occupancy vehicle trips, reducing VMT, supporting accessibility, reducing greenhouse gas emissions, the methodology of the technical information for the EIR Transportation section, interchanges that could be impacted by the project, Caltrans review of the traffic safety impact analysis, and recommendations for a queuing analysis, multimodal conflict analysis, and mitigation measures.	Section 5.14, Transportation
Ventura County Air Pollution Control District	Nicole Collazo, Air Quality Specialist	October 13, 2025	The Ventura County Air Pollution Control District commented on the methodology and project analysis of the DEIR with regard to local air quality regulations and plans, construction and operation emissions, demolition activities, maximum daily trips,	Section 5.2, Air Quality

			and mitigation measures, and recommended the preparation of a construction-based Health Risk Assessment.	
Ventura County Resource Management Agency's Environmental Health Division	Roxy Cabral, R.E.H.S.	October 7, 2025	The Ventura County Environmental Health Division commented on plan review and permitting requirements of the proposed food facilities, reporting and permitting requirements of the Division's Certified Unified Program Agency for commercial business tenants that handle, store, or transport hazardous materials, and required plan approval and permitting requirements for the proposed children's play structure and splash pad.	Section 5.8, Hazards and Hazardous Materials
Ventura County Public Works – Watershed Protection, Watershed Planning and Permits Division	Yunsheng Su, PWA-WP Case Reviewer	September 17, 2025	The Ventura County Public Works Watershed Protection, Watershed Planning and Permits Division commented on project impacts to the Arroyo Conejo redline channel, mitigation measures for cumulative impacts related to impervious surface area, and requirements for the Watercourse/Encroachment Permit that would be required.	Section 5.9, Hydrology and Water Quality

The purpose of the NOP was to formally announce the preparation of a Draft EIR for the proposed project, and that, as the Lead Agency, the City was soliciting input regarding the scope and content of the environmental information to be included in the Draft EIR. In accordance with Section 15125(a) of the CEQA Guidelines, an EIR must include a description of the physical environmental conditions in the vicinity of the project as they exist at the time of the NOP. This environmental setting constitutes the baseline physical conditions by which a lead agency determines whether an impact is significant. The environmental analyses of this Draft EIR utilize the NOP dated September 11, 2025, as the baseline for the description of the physical conditions that might be affected by the proposed project.

Scoping Meeting

A scoping meeting was held to provide additional opportunities for the public and 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 September 24, 2025, from 6 p.m. to 8 p.m. No comments were received during the scoping meeting.

2.2.3 Public Review of the Draft EIR

The Draft EIR is subject to a 45-day review period for responsible and trustee agencies and interested parties. Section 15087 of the CEQA Guidelines lists optional procedures for noticing, including publication in a newspaper, posting on-site, or mailing to owners of a property or properties contiguous to the site. The Draft EIR public review period will begin on March 6, 2026, and conclude at 5:30 p.m. on April 21, 2026. In accordance with the provisions of Sections

15085(a) and 15087(a) (1) of the CEQA Guidelines, the City of Thousand Oaks, serving as the Lead Agency, has prepared and transmitted a Notice of Completion (NOC) to the State Clearinghouse. The City has also distributed the Notice of Availability (NOA) of the Draft EIR. Further, an electronic copy of the Draft EIR, appendices, and all supporting materials and references, is available for review on the City's official website (https://toaks.gov/environmental), and hard copies are available for review at the following locations during normal business hours:

City of Thousand Oaks
Community Development Department
2100 Thousand Oaks Boulevard
Thousand Oaks, CA 91362
Krystin Rice
(805) 449-2335
krice@toaks.gov
Open 7:30 a.m. to 5:00 p.m. (M-Th)

Newbury Park Library
2331 Borchard Road
Newbury Park, CA 91320
(805) 498-2139
Open 10:00 a.m. to 8:00 p.m. (M-Th)
Open 10:00 a.m. to 6:00 p.m. (Fri)
Open 10:00 a.m. to 5:00 p.m. (Sat)
Closed (Sun)

Grant R. Brimhall Library
1401 E. Janss Road
Thousand Oaks, CA 91362
(805) 449-2660
Open 10:00 a.m. to 8:00 p.m. (M-Th)
Open 10:00 a.m. to 6:00 p.m. (Fri)
Open 10:00 a.m. to 5:00 p.m. (Sat)
Open 12:00 p.m. to 5:00 p.m. (Sun)

Any public agency or members of the public desiring to comment on the Draft EIR must submit their comments in writing to the Lead Agency at the address indicated on the document's NOC/NOA prior to the end of the public review period. The Lead Agency will evaluate and prepare responses to all relevant written comments received from both citizens and public agencies during the public review period. Publication and submission to the State Clearinghouse of the Draft EIR marks the beginning of the EIR public review period. Written comments should be sent to:

Krystin Rice, Planning Manager
City of Thousand Oaks
Planning Division
2100 Thousand Oaks Blvd
Thousand Oaks, CA 91362
(805) 449-2335
krice@toaks.gov

The City of Thousand Oaks will review and consider the Final EIR at one or more public hearings before the Planning Commission and City Council. At the public hearings, the public is invited to provide verbal comments on the Final EIR. The Final EIR, Draft EIR, and appendices will be posted on the City's website and available at the addresses identified above.

2.2.4 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 Final EIR will also consist of a Mitigation and Monitoring and Reporting Program (MMRP) for projects in which significant impacts would be minimized by mitigation measures. Upon review of the Final EIR, the City may approve, revise, or reject the proposed project. This Draft EIR contains findings of significant environmental consequences. Action on the proposed project must be accompanied by written findings in accordance with CEQA Guidelines Section 15091 and Section 15093.

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

Prior to making a decision on a proposed project, the Lead Agency must certify that: (a) the Final EIR has been completed in compliance with CEQA; (b) the Final EIR was presented to the decision-making body of the lead agency; and (c) the decision-making body reviewed and considered the information in the Final EIR prior to approving a project (CEQA Guidelines Section 15090).

2.2.5 Mitigation Monitoring and Reporting Program

CEQA requires lead agencies to adopt an MMRP for the changes to the project which it has adopted or made a condition of approval in order to mitigate or avoid significant effects on the environment (CEQA Section 21081.6; CEQA Guidelines Section 15097). All mitigation measures that have been incorporated into the proposed project to reduce or avoid significant environmental effects will be listed in the MMRP. The MMRP is intended to ensure that these measures are implemented during the proposed project execution, consistent with the Final EIR. The MMRP will be available to the public at the same time as the Final EIR.

2.2.6 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]).

2.3 Organization of the Draft EIR

CEQA requires that an EIR contain certain specific components. This Draft EIR is structured to include:

- Table of Contents
- Executive Summary
- Introduction and Purpose
- Project Description
- Environmental Setting
- Environmental Impact Analysis
- Significant Environmental Impacts
- Mitigation Measures
- Significant Unavoidable Adverse Impacts (if any)
- Effects Found Not To Be Significant
- Other CEQA Considerations, including Growth-Inducing Impacts
- Areas of Known Controversy
- Alternatives to the Proposed Project
- Organizations and Persons Consulted
- References
- Appendices

The sections are provided as follows:

- **Chapter 1: Executive Summary:** The Executive Summary provides a brief project description and a succinct chart of the environmental impacts and corresponding mitigation measures per CEQA Guidelines Section 15123.
- **Chapter 2: Introduction and Purpose:** The Introduction provides CEQA compliance information. It identifies the lead agency, trustee, and responsible City decision-makers. The Introduction outlines the process of preparing and certifying the EIR and states the scope and organization of the EIR. It also briefly describes the comments received during the public review period.
- **Chapter 3: Project Description:** This section provides a detailed project description indicating project location, background, and history; project characteristics, phasing, and objectives; as well as associated discretionary actions required.
- **Chapter 4: Basis of Cumulative Analysis:** This section identifies and describes the cumulative projects determined as having the potential to interact with the proposed project, to the extent that a potentially significant effect may occur.
- **Chapter 5: Environmental Impact Analysis:** Each topic is assessed based on existing conditions and the regulatory environment that may be applicable to the proposed project. Each sub-section describes the approach and methodology of the direct and indirect, project and cumulative, environmental effects of the proposed project. The levels of significance for each proposed impact are compared to relevant thresholds, and recommended mitigation measures and unavoidable adverse impacts are included. The environmental topics are listed as:
  - **Section 5.1:** Aesthetics, Light, and Glare
  - **Section 5.2:** Air Quality
  - **Section 5.3:** Biological Resources
  - **Section 5.4:** Cultural Resources
  - **Section 5.5:** Energy
  - **Section 5.6:** Geology and Soils
  - **Section 5.7:** Greenhouse gas Emissions
  - **Section 5.8:** Hazards and Hazardous Materials
  - **Section 5.9:** Hydrology and Water Quality
  - **Section 5.10:** Land Use and Planning
  - **Section 5.11:** Noise
  - **Section 5.12:** Population and Housing
  - **Section 5.13:** Public Services and Recreation
  - **Section 5.14:** Transportation
  - **Section 5.15:** Tribal Cultural Resources
  - **Section 5.16:** Utilities and Service Systems
  - **Section 5.17:** Wildfire
- **Chapter 6: Effects Found Not To Be Significant:** 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:
  - Agriculture and Forestry Resources
  - Mineral Resources
- **Chapter 7: Other CEQA Considerations, including Growth-Inducing Impacts:** Discusses long-term implications of the proposed project. Irreversible environmental changes that would be involved in the proposed project, should it be implemented, are considered. The project's growth-inducing impacts are also discussed.

- **Chapter 8: 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 9: Organizations and Persons Consulted:** Identifies all federal, State, or local agencies, other organizations, and individuals consulted. Identifies all EIR authors and consultants who contributed to preparing the report.
- **Chapter 10: References:** Identifies reference sources for the EIR.
- **Appendices:** The EIR appendices include the NOP, public comments received on the NOP, and technical documentation for the project.

2.4 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 defined as follows:

> "Responsible Agency" means a public agency that 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 Draft EIR in their decision-making process or for informational purposes include, but may not be limited to, the following:

Responsible Agencies:

- California Air Resources Board
- California Department of Transportation, District 7
- California Department of Water Resources
- California Energy Commission
- California Highway Patrol
- California Public Utilities Commission
- California Regional Water Quality Control Board, Los Angeles Region 4
- Department of Toxic Substances Control
- Office of Historic Preservation
- California Native American Heritage Commission
- Ventura County Resource Management Agency
- Ventura County Air Pollution Control District
- Ventura County Watershed Protection District

- Ventura County Fire Department

Trustee Agencies:

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

2.5 Incorporation by Reference

Pertinent documents relating to this Draft 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 Draft EIR. Information contained within these documents has been utilized for each section of the Draft EIR. These documents are available for review at the City of Thousand Oaks Planning Department, located at 2100 Thousand Oaks Blvd, Thousand Oaks, CA 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. The 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
- Noise Element
- Governance 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 Ord. No. 1734-NS, effective January 10, 2025). 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 use of human habitation.

Urban Water Management Plan. 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.

INTENTIONALLY LEFT BLANK

3.0 Project Description

3.1 Regional Vicinity

The City of Thousand Oaks (City) encompasses approximately 56 square miles and is located in the southeastern portion of Ventura County. Surrounding jurisdictions include the cities of Simi Valley and Moorpark to the north, Westlake Village and Agoura Hills to the east, Malibu to the south, and Camarillo to the west, with unincorporated areas of Ventura County generally occupying the intervening areas along the City's jurisdictional boundaries; refer to Exhibit 3-1, Regional Vicinity.

3.2 Site Vicinity

The project area is located in the eastern portion of the City, approximately 0.7-miles east of State Route 23 (SR-23) and the Ventura Freeway (Highway 101) interchange. The project site sits in a low-lying area of the City, along Thousand Oaks Boulevard, and is visible from nearby hillside trails to the north; refer to Exhibit 3-2, Site Vicinity. The 17.68-acre project area (project site) is comprised of the following:

- A total of 16 complete parcels:
    - Assessor's Parcel Numbers (APNs): 670-0-182-060; 670-0-182-190; 670-0-182-210; 670-0-182-220; 670-0-182-230; 670-0-181-090; 670-0-181-110; 670-0-181-140; 670-0-181-235; 670-0-181-250; 670-0-181-260; 670-0-181-270; 670-0-181-340; 670-0-181-350; 670-0-181-360; 671-0-240-450; and
- Two partial parcels:
    - APNs 671-0-240-460 and 670-0-182-050; and
- Three Public Right-of-Way segments: Thousand Oaks Boulevard (south side frontage improvements), Dallas Drive, and Oakwood Drive

All parcels are presently owned by the City, except for APN 670-0-182-050, located at 1868 East Thousand Oaks Boulevard, which the City plans to acquire as part of the proposed project. APN 671-0-240-460 is presently owned by the City but is anticipated to be transferred to T.O. Lakes LLC pursuant to a recorded Development Agreement with the City, dated October 7, 2025. The project site is generally described as being located at 2100 East Thousand Oaks Boulevard, the address of the existing Civic Arts Plaza (CAP) complex.

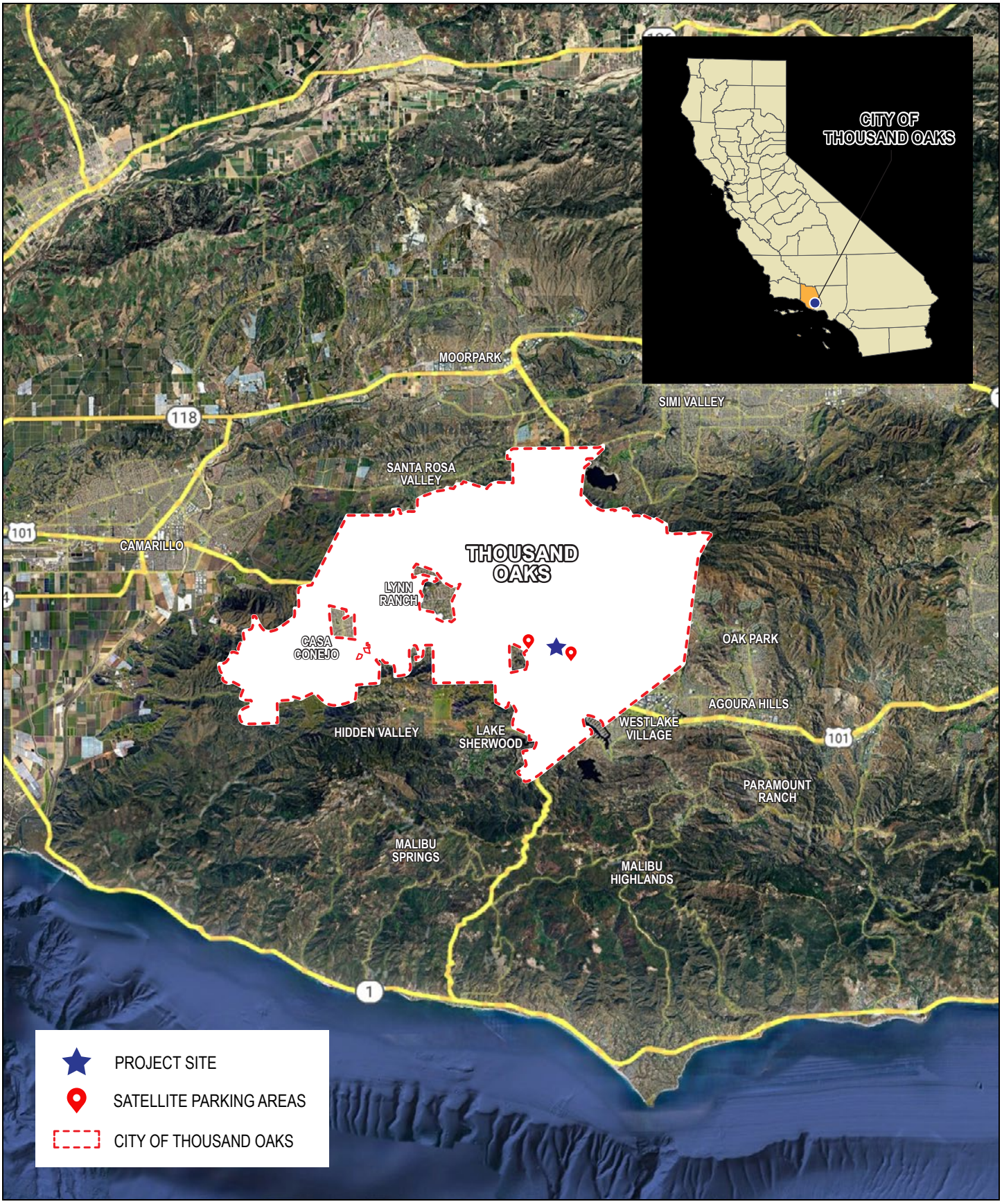
A small portion of the project site, located at 1868 East Thousand Oaks Boulevard, is zoned as being within the Thousand Oaks Boulevard Specific Plan (SP-20) area and is designated as Commercial Neighborhood. No changes would be proposed to the zoning or land use designation of this parcel.

Satellite parking locations to be used during peak demand for downtown use and during construction for laydown storage include:

1. 265 South Rancho Road (existing parking areas); and
2. 110 South Conejo School Road.

It should also be noted that APNs 671-0-240-485 and 671-0-240-475 are part of the Civic Arts Plaza Specific Plan (SP-11), which is being updated in its entirety. However, those parcels would not affected by the Specific Plan Amendment, nor would those parcels being developed in any way as part of the proposed project. Future improvements on those parcels have already been contemplated by 2021-70424-MND.

INTENTIONALLY LEFT BLANK



Source: Google Earth Pro, January 2026

CSG CONSULTANTS

NOT TO SCALE

02/2026

DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

Regional Vicinity

Exhibit 3-1

INTENTIONALLY LEFT BLANK



Source: Google Earth Pro, February 2026

CSG CONSULTANTS

NOT TO SCALE

02/2026

DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

Site Vicinity

Exhibit 3-2

INTENTIONALLY LEFT BLANK

3.3 Existing Conditions

The eastern portion of the project area is currently developed with the 129-foot-tall, 208,920-square-foot CAP, constructed in 1994, and designed by Antoine Predock, a noted architect in a modern and postmodern architectural style. The building is immediately adjacent to Highway 101 and is set back from East Thousand Oaks Boulevard. The CAP is currently occupied with a variety of uses, including the existing City Hall government offices, police outpost, County Clerk offices, an 1,800-seat performing arts complex (Kavli Theatre), a 394-seat mid-size theatre (Scherr Forum), and several outdoor terraces separated by a large water feature and stepped landscape planters. A separate six-story parking structure, which contains approximately 760 parking spaces, is located close to the freeway and serves the CAP, including the existing theatres. Landscaped xeriscape lawns cover the setback areas between the buildings and Thousand Oaks Boulevard. The project site has 122 existing protected trees within the proposed area of disturbance, including 31 valley oaks, 77 coast live oaks, one (1) holly oak, five (5) California sycamores, and eight (8) toyons that are considered “Landmark” trees according to Thousand Oaks Municipal Code (Municipal Code) Section 9-4.4302.

Access from East Thousand Oaks Boulevard to the existing parking garage, as well as a surface parking lot located near the existing City Hall entry lobby, is provided via Dallas Drive. Secondary access to the Kavli service and loading area is provided from Conejo School Road. Access to the Scherr Forum service court is provided from the existing surface parking lot accessed from Dallas Drive.

The western portion of the project site is largely undeveloped, with the exception of three small commercial structures with associated storage and parking, located and accessed along the Thousand Oaks Boulevard frontage. These structures include the following:

- APN 670-0-182-190 (1934 East Thousand Oaks Boulevard): A single-story 3,564-square-foot structure, with no clearly defined parking spaces, situated on a 0.49-acre parcel. The building is currently occupied by a smog testing company and an automotive glass repair company. The rear portion of the parcel is unimproved and used for the storage of approximately 18 vehicles.
- APN 670-0-182-060 (1938 East Thousand Oaks Boulevard): A two-story 2,120-square-foot structure with no clearly defined parking spaces situated on a 0.24-acre parcel. The building is currently occupied by a landscape contracting company, and the rear portion of the lot is unimproved and used for storage of approximately 50 fleet vehicles.
- APN 670-0-182-220 (1948 East Thousand Oaks Boulevard): a single-story 1,944-square-foot structure with five parking spaces situated on a 0.20-acre parcel. The building is currently occupied by the same landscape contracting company as the adjacent building. The rear portion of the parcel is paved and used for miscellaneous materials storage and parking.

Secondary access to the vacant western portion of the project site is available from Zuniga Ridge Place and Oakwood Drive, which currently terminates at a cul-de-sac located in the southwestern corner of the project site. A fence and gated entry, located along the north side of the cul-de-sac, provides access to the westside area for maintenance and construction trucks.

Existing utilities include water and wastewater service provided by the City of Thousand Oaks, electrical service provided by Southern California Edison, and gas service provided by the Southern California Gas Company (SoCalGas). An existing underground box culvert, owned and maintained by the County of Ventura (County) Watershed Protection District (VCWPD), transects the project site and conveys stormwater from a large portion of the City, east of the project site, westward through the subject property, into the Arroyo Conejo, ultimately connecting with Calleguas Creek near Point Mugu.

Site topography generally consists of slopes northwest across the project site, with elevations ranging from approximately 890 feet along the southern property boundary, adjacent to Highway 101, to 814 feet at the northwest corner of the project site, adjacent to Thousand Oaks Boulevard. Existing grades across the project site average approximately six to nine percent slope. The project area is approximately 40 percent impervious and does not include any water quality treatment devices. Stormwater from the project site generally drains from south to north over the project site, collecting into the existing box culvert.

The project site is designated "Institutional" per the Thousand Oaks General Plan 2045 (General Plan) Land Use Element and is zoned and regulated by SP-11, which governs development of the property, except for the property at 1868 East Thousand Oaks Boulevard, which is designated as "Commercial Neighborhood" and zoned "Thousand Oaks Boulevard Specific Plan (SP-20)"; refer to Exhibit 3-3, Existing Land Use Designations.

3.4 Surrounding Uses

Areas surrounding the project site are developed with various urban uses, including residential, retail/commercial, and service-oriented uses. East Thousand Oaks Boulevard borders the project area on the north, while the southern boundary abuts Highway 101. Approximately 14 parallel spaces, as well as a bus stop with service by Thousand Oaks Transit Route 43, are currently provided on East Thousand Oaks Boulevard along the project site frontage. The configuration of East Thousand Oaks Boulevard itself is regulated by SP-20. The properties immediately to the north of the project site, across East Thousand Oaks Boulevard, are also regulated by SP-20 and developed with single-story commercial buildings and a cultural garden ("Gardens of the World").

The area immediately west of the project site is 1850 East Thousand Oaks Boulevard and is regulated by SP-20, developed with single-story commercial/service-oriented uses as well as several single-family residences. The property located directly east of the project site, also regulated by SP-11, is known as "The Lakes" and consists of an approximately ten-acre shopping center, with approved plans to construct an approximately 165-unit, seven-story-tall multi-family residential apartment building within the existing surface parking area. The project area is within one-half mile of several bus stops. Estella Park, El Parque de la Paz, multi-family residential developments (including Avalon Thousand Oaks and the Shadow Apartments), an assisted living facility (Atria), and several restaurants, businesses, and recreational uses are also located within walking distance to the project site.

3.5 Background and History

The project area was originally part of "Rancho El Conejo," a Spanish land grant. Egbert Starr Newbury purchased 2,259 acres of this land in 1874. The land was sold to the Crowley family in 1887, who built a successful ranch. The Crowley family lived on the ranch until 1922. In 1925, Louis Goebel purchased former Newbury/Crowley land, where the Thousand Oaks Civic Arts Plaza is currently established, and opened Goebel's Lion Farm, where lions were trained and rented to movie studios. The site became known as "Goebel's Wild Animal Farm," a theme park that became popular in the 1940s. Goebel sold the property in 1946, and the park was renamed the "World Jungle Compound." In 1956, the property was sold once again to executives from 20th Century Fox and was renamed "Jungleland." Goebel purchased the property back in 1961. Jungleland was subsequently closed in 1969.

In 1982, the City's General Plan Review Committee recommended a combination of mixed commercial and residential uses for the "Jungleland" area, within a height overlay zoning district, with the objectives of eliminating blighting influences, stimulating development, and improving the economic and cultural environment of the area. Following the City Council's recommendation, SP-11 was adopted in September 1989, and most of the site was acquired by the Thousand Oaks Redevelopment Agency in 1990, for redevelopment consistent with SP-11. Other adjacent properties were acquired in 2010 and 2011 and incorporated into SP-11 by Amendment No. 5.



Source: RRM Design Group, February 2026

CSG CONSULTANTS

NOT TO SCALE

02/2026

DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

Existing Land Use Designations

Exhibit 3-3

INTENTIONALLY LEFT BLANK

SP-11 encompasses approximately 27 acres at the southwest corner of Thousand Oaks Boulevard and Conejo School Road. Located within the predominantly commercial corridor of East Thousand Oaks Boulevard, the SP-11 area is currently designated for Institutional, Mixed-Use, and Parks and Open space land use in the General Plan. The proposed project site is contained entirely within SP-11 except for a portion of the property at 1868 East Thousand Oaks Boulevard.

SP-11 has been amended six times since 1989 to revise certain standards, expand the SP-11 area, and accommodate the development of "The Lakes" shopping center. In line with the original City Council vision for the area, the primary goal of SP-11, since its adoption, has been to develop a distinctive, high-quality downtown that serves as a centerpiece for Thousand Oaks and the Conejo Valley, while stimulating economic growth and revitalization in the area, emphasizing the importance of fostering a dynamic and attractive downtown environment.

Further advancing that 1982 goal, and to focus on the larger vision for a robust downtown described in SP-20 (developed from 2005 to 2011), the City Council set a priority to "Begin Development of Downtown Thousand Oaks" on May 9, 2017, and adopted the Downtown Core Master Plan (DCMP) on June 5, 2018.

In 2019, the City retained Architecture, Engineering, Construction, Operations, and Management (AECOM) to develop the Civic Arts Plaza Campus Master Plan in order to begin envisioning how the goals of the DCMP could be implemented on the CAP site. The City Council also established a CAP Campus Master Plan Ad Hoc Committee to provide guidance on plan development to City staff and to the City's consultant team, which has remained involved throughout the preparation of this planning effort.

In 2023, the City adopted its multi-year comprehensive General Plan Update, Thousand Oaks General Plan 2045, which included a variety of engagement activities, including General Plan Advisory Committee meetings, community workshops, online surveys, interactive mapping exercises, and neighborhood meetings, which helped to establish the policy goals and framework for the downtown area and the proposed development of this project.

The community outreach process for the subject Downtown Thousand Oaks Project began in 2024 during the development of the Civic Arts Plaza Master Plan Feasibility and Implementation Study. This initiative was aimed at engaging residents in shaping the future of Downtown through inclusive and collaborative dialogue specific to the redevelopment of the Civic Arts Plaza site encompassed within the SP-20 area.

From January through March 2025, the City conducted community outreach consisting of seven community workshops to obtain public input on a variety of key focus areas. These workshops were designed to be accessible and inclusive, featuring two summary overview meetings that were in-person, and provided virtual format options to ensure broad participation across the community. The community conversations centered around five focus areas (outlined below), each designed to explore specific aspects of the future of the downtown area that would be central to its goals and intent. Two project overviews were held following the community conversations to review the feedback received.

- Arts and entertainment;
- Landscape architecture and oak tree preservation;
- Business mix and visitor experience;
- Sustainability; and
- Accessibility and disabled access.

More than 150 participants contributed their ideas and feedback across these discussions, of which the following themes emerged:

- The Downtown would serve as the cultural hub of the City. Food, music, and art would likely to be economic drivers and differentiators for the site as opposed to general merchandising.
- Desire to diversify the definition of art within the City and promote inclusivity for other media, styles, and preferences.
- Mature oaks should be celebrated responsibly, with safety for both visitors and the tree in mind.
- The downtown plaza (named Carpenter Park) can host outdoor gatherings and pop-up events to fulfill community requests for space that may not be available indoors.
- Desire for improved bike lanes leading to the Downtown and a willingness to explore other modes of transportation.

The community conversations series, as well as individual meetings with numerous community stakeholders, have informed the current design and program that make up the proposed project.

3.6 Project Goals and Objectives

The project objectives, based on the above project history and community input, would be as follows:

- Provide a mixed-use community on the project site, located within the General Plan Downtown Subarea, of sufficient residential and commercial density to generate consistent activity, stimulate economic growth, and catalyze future private reinvestment in the surrounding area, thereby making best economic use of City-owned parcels and increasing tax revenues in support of City services.
- Provide flexible public spaces for community and cultural events like farmers' markets, performances, and gatherings throughout the day, which position the project site as the premier destination for civic, cultural, and entertainment uses.
- Renovate and rehabilitate the existing City Hall administrative offices in a manner that facilitates improved City service delivery, public wayfinding, governmental transparency, efficiency, and accessibility, and encourages public participation in civic life.
- Provide market-rate affordable housing units to help alleviate the State’s housing crisis and support the City’s Regional Housing Needs Assessment (RHNA) goals.
- Provide a new hotel use of sufficient scale and density to support the performing arts venues on the site by creating overnight accommodation for visitors and/or performers, increasing daily visitors to support commercial businesses within the downtown area; and to maximize new transient occupancy tax revenues to the City.
- Incentivize alternative modes of travel such as rideshare, bicycling, and walking to, from, and within the site by consolidating parking, providing pedestrian-focused street design, and including active ground-floor commercial or entertainment uses in all structures.
- Position new development to screen the existing parking garage from view from Thousand Oaks Boulevard and neighboring properties.

3.7 Thousand Oaks General Plan 2045

The proposed project includes changing the General Plan land use designation of a 5.33-acre portion of the downtown from Institutional to Mixed-Use; refer to Exhibit 3-4, Proposed Land Use Designations. Refer to Table 3-1, Proposed Land Use Summary, below for existing and proposed land use designations.



Source: RRM Design Group, February 2026

CSG CONSULTANTS

NOT TO SCALE

02/2026

DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

Proposed Land Use Designations

Exhibit 3-4

INTENTIONALLY LEFT BLANK

Table 3-1
Proposed Land Use Summary

	Existing LU Designation	Proposed LU Designation	Proposed Acreage	Proposed Residential Density	Proposed Non-Residential FAR
Subarea B	Institutional	Institutional	3.76	0	0.05
Subarea C	Institutional	Institutional	8.55	0	0.67
Subarea E	Institutional	Mixed-Use	5.33	30 du/ac*	0.66

* Excludes any density bonus units allowed pursuant to State law.

In addition to the land use change described and depicted below, the following text is to be edited within the Land Use Element (Mixed-Use Designation, page 55), with additions shown in underlined text. "**_Heights may be increased up to 75 feet where specified by a Specific Plan~~,~~ or a Height Overlay zoning, or up to the maximum allowed by the Civic Arts Plaza Specific Plan (SP-11)_." This text clarifies that the mixed-use areas of SP-11, which already contain buildings exceeding 100 feet in height within the areas to remain institutional, would also allowed to exceed 75 feet, up to 95 feet in height. This allowance would only apply to Subarea E within SP-11 (Subareas B and C have no maximum per the General Plan).

3.8 Civic Arts Plaza Specific Plan (SP-11) and Subareas

SP-11 provides a comprehensive framework for land use, infrastructure improvements, and regulation of the existing CAP and The Lakes Shopping Center. The SP-11 area is currently divided into five subareas: A, B, C, C-1, and D.

The project proposes to amend the SP-11 subarea boundaries of Subareas B and C, to align with proposed improvements, eliminate Subarea C-1, and establish a new Subarea E, amend the permitted uses and development standards associated with Subareas B, C, and E, and establish other design and development processes, requirements, and procedures to guide the implementation of the proposed project. The subareas and their associated existing and proposed acreages are displayed in Table 3-2, Summary of Proposed Amendments to Civic Arts Plaza Specific Plan.

Table 3-2
Summary of Proposed Amendments to Civic Arts Plaza Specific Plan

Subarea	Existing Subarea Size (Approx.)	Proposed Subarea Size	Proposed Residential Density	Proposed Non-Res FAR	Key Characteristics
A	7.5 ac	7.5 ac	30 du/ac*	0.16	The Lakes' existing commercial and entitled residential development. No changes proposed.
B	4 ac	3.76 ac	0	0.05	Carpenter Park, Park Restaurant, Bandshell, and Amphitheatre
C	10 ac	8.55 ac	0	0.67	Civic Arts Plaza and existing parking garage
C-1	2.8 ac	N/A	N/A	N/A	Existing Subarea C-1 and its associated regulatory standards would be eliminated as part of the proposed SP-11 amendments. This area would be reestablished as Subarea E described below.
D	2.5 ac	2.5 ac	N/A	N/A	Amenity space north between The Lakes development and Thousand Oaks Boulevard (No changes proposed.)
E	N/A	5.33 ac	30 du/ac*	0.66	Proposed Mixed-Use Residential and Hotel development

*Excludes any density bonus units allowed pursuant to State Law

The SP-11 subareas would be generally split into two development components: 1) The Lakes - consisting of Subareas A and D, and 2) the Downtown Core - consisting of Subareas B, C, and E. The proposed Specific Plan Amendment focuses on amending regulations applicable to the Downtown Core area. No changes would be proposed to Subareas A and D, nor would these subarea boundaries be adjusted.

3.8.1 Subareas A and D (The Lakes)

The Lakes shopping center, located in Subarea A, consists of an integrated mixed-use commercial and residential complex including various commercial uses such as restaurants, retail, offices, and personal services, which complement the performing arts and museum/theater venues. The Thousand Oaks Boulevard frontage, north of Subarea A, contains two ponds and a playground, which can be viewed from the commercial complex in Subarea A. Because of the use of this area as a public amenity, it is designated as Subarea D, to distinguish it from the adjacent private development of Subarea A.

In 2022, a Development Agreement and other related entitlements authorizing the development of a multi-family residential project within Subarea A were approved. Existing and approved development on The Lakes Development lies outside the scope, and is not part of, the proposed project.

3.8.2 Subareas B, C, and E (Downtown Core)

The Downtown Core consists of Subareas B, C, and E of SP-11. Consistent with the General Plan, this area is intended to become the nucleus of a walkable, mixed-use, and culturally rich neighborhood along Thousand Oaks Boulevard. The Downtown Core would include civic offices and administrative functions, active and passive public recreational spaces, cultural and performing arts venues, commercial retail, food and beverage, hotel uses, and residential uses as part of mixed-use developments.

3.8.3 Subarea B: Carpenter Park

The Carpenter Park area is intended to be flexible to accommodate community events and civic gatherings, including a mix of active and passive recreational uses, to encourage activity during various times of day and night. Carpenter Park provides direct pedestrian links to all subareas of SP-11 and features a restaurant/café use along the Thousand Oaks Boulevard frontage, which is integrated into the design of the central plaza area. A pedestrian-only “Main Street” serves as a primary east/west connection through Carpenter Park from Lakes Drive to Dallas Drive along the northern façade of the repurposed and reconstructed Civic Arts Plaza structures. Adjacent development is designed to activate Carpenter Park and capitalize on views into the plaza.

The design of Carpenter Park incorporates hardscape, water features, landscape vegetation, functional turf areas, shade structures, play structures, public art, and seating areas, and is designed to reflect the natural features and topography of the site while preserving existing mature oak trees. The plaza is equipped with electrical power, lighting, and other infrastructure to facilitate community events.

This subarea is intended to include a park restaurant (Building B1) and a bandshell amphitheatre structure (Building B2), with a 1.1-acre amphitheatre terraced seating area intended to facilitate events with up to 350 people, located between Subareas C and A. The Amphitheatre is designed to accommodate ticketed performances, public community performances, and other private and public events and gatherings.

3.8.4 Subarea C: Civic Arts Plaza

Subarea C encompasses the Civic Arts Plaza structures and uses, including Building C1, which consists of the 1,800-seat Kavli Theatre and 394-seat Scherr Forum Theatre, the approximately 20,000-square-foot Kavli Terrace, the adaptively reused and reconstructed City of Thousand Oaks City Hall administrative offices, and ground-floor commercial and community-serving uses, as well as the existing six-level parking structure (Building C2).

Development within Subarea C would facilitate the partial demolition and reconstruction of City Hall while introducing a variety of active commercial uses, including but not limited to the following:

- Public market food hall;
- Multipurpose performance venue with capacity for approximately 200 people;
- Art Gallery and incubator, which would provide flexible space for artists and other creative innovators to make, congregate, and display art;
- Office and multi-purpose conference space to accommodate co-working, business incubation, and other similar uses;
- Public library outpost;
- Other retail uses complementary to and synergistic with an overall civic, arts, and community-oriented focus; and
- Police depot.

The adaptively reused and newly constructed portions of the structure would replace existing City Hall administrative offices, improve public wayfinding, and advance the delivery of City services. The existing third-floor split-level terrace would be reconstructed as a 22,400-square-foot single-level plaza deck, increasing flexibility of the space to accommodate various needs, including pre- and post-function outdoor event space for the Kavli Theatre and Scherr Forum. A grand staircase and public elevator would provide visual and physical connectivity from Carpenter Park and Thousand Oaks Boulevard at the ground level to the terraces on the second and third floors.

The existing parking structure (C2) within this subarea would be served by an access road ("West Road") directly from Thousand Oaks Boulevard. Secondary access from the signalized intersection at Dallas Drive allows vehicular circulation into the site along Main Street, connecting to West Road. The existing parking structure (C2) is intended to be shared among the variety of commercial and institutional uses within Subareas B, C, and E, and is intended to be improved with rooftop photovoltaic carports. In addition, a service driveway connects Conejo School Road to the rear loading area behind the Kavli Theatre, providing access for services, deliveries, and emergency vehicles.

3.8.5 Subarea E: Westside

This subarea encompasses the remainder of the SP-11 area located west of the Civic Arts Plaza and Carpenter Park, and north of the existing parking structure. Development is intended to consist of mixed-use residential with active ground-floor commercial uses, subterranean and podium parking structures, and a 142-room hotel and associated food/beverage uses, banquet space, and other guest amenities. Proposed structures located within this subarea include E1, E2, and E3. Subarea E is anticipated to be developed via a public-private partnership with a third-party development group(s).

This subarea includes vehicular circulation elements, including West Road, West Main Street, and Dallas Drive. All vehicular access roads would be intended to be dedicated as public access easements. Vehicular access roads would meet emergency vehicle access standards. Pedestrian circulation includes enhanced streetscapes along Thousand Oaks Boulevard and new interior roadways, interstitial plazas, and a paseo through Buildings E2 and E3, creating a physical and visual connection from Main Street to Thousand Oaks Boulevard. Pedestrian staircases along the eastern facades of Building E2 and E1 provide access from the existing parking garage to Main Street.

Design of structures would adhere generally to the architectural principles of Southern California regional modernism and mid-century modernism.

3.9 Proposed Development Summary

Table 3-3, Proposed Development Summary, depicts a summary of the proposed project, including land uses and building descriptions.

Table 3-3
Proposed Development Summary

	Buildings							
Land Use	**B1**	**B2**	**C1**	**C2**	**E1**	**E2**	**E3**	**Total**
Residential (Units)	-	-	-	-	-	161	79	240
Commercial (GSF)[1]	6,725	-	25,920[2]	-	19,903[3]	8,950	19,048	80,546
Commercial (Hotel Keys)	-	-	-	-	142	-	-	142
Institutional (Civic GSF)	-	-	84,150[4]	-	-	-	-	84,150
Institutional (Performance Venue Seats)	-	350[5]	2,394[6]	-	-	-	-	2,744
Garage Parking Spaces[7]	-	-	-	760	-	212	77	1,049

1 Commercial includes retail, restaurant, and non-governmental office uses.
2 Includes public market, retail, art incubator, and non-institutional office uses.
3 Includes ground floor restaurant, rooftop bar, and banquet/meeting space.
4 Includes proposed City Hall administrative offices, police depot, library outpost, and general lobby, circulation, and utility spaces.
5 Includes the approximate maximum number of attendees in outdoor seating area. The amphitheatre bandshell floor area would be 1,415 square feet.
6 Includes 2,194 existing seats in Kavli Theatre and Scherr Forum and 200 new seats in the proposed multi-purpose performance venue.
7 Excludes on- and off-site surface and street parking, service and loading parking areas, and vehicle drop-off spaces.

3.9.1 Access and Roadway Improvements

The proposed project would introduce additional and modified access points from East Thousand Oaks Boulevard, including West Road, which provides a new entrance to the project area, from Thousand Oaks Boulevard, at the west end of the project site. The existing Dallas Drive intersection would be enhanced and serve as the primary site entrance and link to the proposed Main Street, which would run east and west through the core area of the project site. West Road terminates at the existing Oakwood Drive cul-de-sac, which would be improved as a roundabout, with a driveway extension to access the existing parking garage. Descriptions of each new and modified access road is provided below. Refer to Exhibit 3-5, Proposed Circulation and Parking Plan.

Thousand Oaks Boulevard Frontage

- A total of 30 diagonal parking spaces would be created along the project area's approximately 1,000 linear feet of frontage on East Thousand Oaks Boulevard.
- New 10–19-foot-wide sidewalks would be enhanced, with 10 new parkway trees, three existing trees, planters, and other pedestrian amenities, including seat walls, benches, pedestrian drop-off areas, bike parking, and pedestrian-level lighting.
- A bus pull-out area and bus shelter would be located along East Thousand Oaks Boulevard, just east of the Dallas Drive/East Thousand Oaks Boulevard intersection.

Dallas Drive

- Dallas Drive would serve as a primary entrance and visual focal point from East Thousand Oaks Boulevard to the project site.
- Dallas Drive would provide two 14-foot-wide travel lanes in each direction, connecting Thousand Oaks Boulevard and Main Street, with a total length of 165 feet.



Source: RRM Design Group, January 2026

CSG CONSULTANTS

NOT TO SCALE

01/2026

DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

Proposed Circulation and Parking Plan

Exhibit 3-5

INTENTIONALLY LEFT BLANK

- 20-foot-wide sidewalks on both sides of Dallas would include new parkway landscaping, street furnishings, and pedestrian lighting with an overall street width of 72 feet.
- Access to the new hotel at the Dallas Drive and Main Street intersection would include a shared drop-off area for hotel guests and visitors to Carpenter Park and the Civic Arts Plaza building (C1).

Main Street

- East Main Street is a pedestrian-only promenade and 24-foot-wide emergency vehicle access way, providing a connection between the Dallas Drive intersection with East Main Street, to The Lakes Drive.
- West Main Street is a proposed 24-foot-wide street with two 12-foot-wide travel lanes with nine-foot-wide parallel parking spaces on either side, 10–30-foot-wide sidewalks, street furniture, landscaping and trees, and pedestrian lighting.
- Main Street would include a mid-block pedestrian crossing aligning with the Building E3 paseo, providing access to the Thousand Oaks Boulevard street frontage.
- Ground-floor levels of buildings along Main Street would primarily accommodate commercial uses.

West Road

- West Road is a two-way street connecting East Thousand Oaks Boulevard to West Main Street and south to the proposed Oakwood Drive roundabout.
- West Road varies from 72 feet to 68 feet wide with nine-foot-wide parallel parking on each side of the street, three 11-foot-wide travel lanes, eight-foot-wide sidewalks, and a landscaped parkway on the east side.
- Two travel lanes head south into the property, and one lane leads north toward East Thousand Oaks Boulevard.
- Left-hand turns can be made onto West Road entering the site, while only right-hand turns can be made exiting the site onto East Thousand Oaks Boulevard.

Oakwood Drive - Existing and Proposed Connections

- Oakwood Drive is an existing 40-foot-wide right-of-way with two-way 12-foot-wide travel lanes extending from Zuniga Ridge Place to its current terminus at a cul-de-sac at the southwestern corner of the project site.
- Oakwood Drive would be improved to create a formal roundabout at the existing location of the cul-de-sac and extended east to the entrance to the existing parking structure. In addition, the Oakwood Drive extension would provide access to the second and third levels of the new podium parking structure in the proposed mixed-use Building E2.
- The new connection to Oakwood Drive would provide additional site access to the signalized intersection of Thousand Oaks Boulevard and Zuniga Ridge Place, including alternative entry and exit egress to the project site and existing parking structure.

3.9.2 Building B1 (Restaurant) and Carpenter Park

Carpenter Park was designed around 12 existing Valley and Coast Live Oak trees and is framed by the Park Restaurant (Building B1) to the north and the Civic Arts Plaza (Building C1) to the south. The park features a central East Main Street promenade that connects from Lakes Drive to the proposed roundabout drop-off at the intersection of Dallas Drive and West Main Street. The two acre park would offer community-focused amenities and could accommodate up to 70, 100-square-foot vendor tents during special events such as farmers' markets and seasonal community events.

Key features of Carpenter Park include:

- **Park Restaurant (Building B1):** A 33-foot, eight-inch tall, two-story, 6,725-square-foot building, including 4,947 square feet of dining area on two levels, a 1,141-square-foot kitchen, and a 637-square-foot back of house area with restrooms, storage, and a trash room. The restaurant includes an approximately 1,180-square-foot enclosed patio overlooking the splash pad. Materials include concrete, steel, glass, wood, and tile. The park restaurant is anticipated to operate seven days a week, between 7:00 a.m. and 10:00 p.m.
- **Splash Pad:** A 750-square-foot interactive water feature with a community-designed mosaic surface, lighting, and recirculating water system. It could accommodate up to 30 children and operate from April through October, between 10:00 a.m. and 5:00 p.m.
- **Raised Decks:** Four platforms totaling 8,117 square feet, built from sustainable wood to protect oak roots. They would provide seating and event space for up to 400 people.
- **Oak Tree Event Deck:** A 3,046-square-foot elevated platform wrapping around a large valley oak, potentially to be used for performances during farmers' market-type events and other public gatherings.
- **Sculptural Shade Canopy:** A custom-designed artistic steel structure, offering shade and a focal point of the park visible from Thousand Oaks Boulevard.
- **Play Areas:** Sculptural and musical play features, including a 2,743-square-foot play structure, with climbing zones and swings, designed for up to 50 children.
- **Multipurpose Lawn:** A 7,220-square-foot grassy area for picnics and events.
- **Terraced Seat Walls:** Curved concrete and stone walls with integrated lighting, connecting the lawn to surrounding areas.
- **East Main Street**: Pedestrian-only emergency access road.

3.9.3 Building B2 (Bandshell) and Amphitheatre Area

The amphitheatre is to be located in the southeast corner of the project site, surrounded by mature oak and sycamore trees between Building C1 and The Lakes property. It would be accessible via four routes: the existing ramp from the Kavli Theatre terrace, a new ramp from The Lakes Drive, and two pathways from East Main Street.

The primary approach from Main Street would offer a quiet, tree-lined path eight-feet to 12-feet wide that leads into a natural setting designed for both performances and gatherings. Art installations, interpretive exhibits, and interactive sculptures would be proposed to enhance the space.

The Bandshell (Building B2) is a single-story, 21-foot, seven-inch-tall structure, with an 877-square-foot covered unenclosed stage, and a 538-square-foot restroom, changing room, and storage area. The building materials would be proposed to include concrete, steel, wood, and/or composite wood trellising, perforated metal, and other accent materials. The stage canopy is intended to function as a non-roofed trellis structure to allow natural light to permeate through.

The frontage to the bandshell stage is planned to include a level 1,100-square-foot paved area and a 6,700-square-foot lawn, with terraced seat walls for elevated views. Around the lawn, 3,446 square feet of platform decking would be constructed near the existing valley oaks, providing a flexible area for tables, chairs, and benches under the many existing oak and sycamore trees. The area is intended to be flexible to accommodate events and performances, as well as function as a passive and reflective area among the existing mature trees on most days of the week. The amphitheatre is anticipated to host events for up to 350 guests approximately 100 times per year, with events that could be scheduled any day of the week between the hours of 8:00 a.m. to 10:00 p.m.

3.9.4 Building C1 (Civic Arts Plaza)

Proposed improvements to Building C1 consist of the redevelopment of the existing 208,920-square-foot CAP, currently home to the Performing Arts Center and City Hall, into a more vibrant, arts-focused civic space with improved public access and wayfinding. The Kavli Theatre (1,800 seats) and Scherr Forum (394 seats), which make up the Performing Arts Center, would remain unchanged and in operation during all phases of construction. The maximum height of the existing Kavli Theatre is approximately 129 feet.

The redevelopment improvements would include the demolition of 48,000 square feet of existing City Hall administrative office space and the reconstruction of approximately 80,900 square feet of new building area within the footprint of the existing structure. The reconstructed single-level Kavli Terrace would be accessible via a new grand staircase and a public elevator tower from East Main Street, and the walkway from the existing parking garage.

The new City Hall administrative offices would be concentrated in the east and west "wings" of Building C1, creating functional bookends to the Kavli Terrace, which provides primary access to City Hall. At the Kavli Terrace level, the east wing building introduces a public-facing City Services lobby, which is a "one-stop shop" centralized lobby to facilitate the provision of city services, and a two-story volume City Council Chambers that cantilevers northward toward East Main Street. Other support spaces on the terrace level include meeting rooms, space for County Clerk functions to replace those displaced as part of the project, and miscellaneous storage, circulation, lobby space, and restrooms. Levels two, four, and five of the newly constructed east wing, and levels two and three of the renovated west wing, of Building C1 would be used for City Hall administrative offices.

The maximum height of the newly constructed portions of Building C1, from the ground level, is five stories, or 80 feet, including the east wing of City Hall administrative offices, rising three stories (approximately 47 feet) above the east side of the Kavli Terrace. The approximately 33,650-square-foot existing west wing of City Hall administrative offices would be renovated and adaptively reused to introduce active ground floor commercial uses, and renovated City Hall offices on the second and third (Kavli Terrace) levels. The total building area upon completion of the proposed project would be 249,720 square feet.

The new and renovated areas of Building C1 would include the following uses:

- 13,500 gross square feet of public market space serving food and alcoholic beverages (requiring an ABC license);
- 2,410 gross square feet of retail space;
- 4,260 gross square feet of multi-purpose performance venue with seats for 200 people;
- 4,800 gross square feet of art incubator space;
- 5,210 gross square feet of office space;
- 2,680 gross square feet of library outpost space;
- 360 gross square feet for a police depot space;
- 74,320 square feet of City Hall administrative offices; and
- 6,790 gross square feet of lobby, circulation, public restrooms, and utility space.

Within the transparent base of the building beneath the Kavli Terrace, multiple art-driven programs would activate the park edge: a multi-purpose performance venue, a public market/ food hall, and art incubator spaces. These functions would be framed by a highly glazed façade and anchored by scored precast concrete panels, giving the building a grounded, tactile base.

On the ground level of the existing west wing, the existing northern façade would be removed and replaced with glass to open new views into the park and improve natural daylighting deep into the building. The ground floor of the west

wing would host retail/cafe uses at the north end, as well as a public library outpost, a small police depot, and a business incubator coworking space.

Table 3-4, Building C1 Operational Assumptions, provides operational assumptions, intended to guide the activation and accessibility of all the different program elements of Building C1.

Table 3-4
Building C1 Operational Assumptions

Program Area	Description	Hours of Operation	# of Employees
City Council Chambers	Public meetings and civic functions	Primarily evenings and scheduled events	250
City Services Lobby	Public-facing services	Monday to Friday, 8 a.m. to 5 p.m.	
Community Meeting Rooms	Reservable spaces for public / civic uses	Extended evenings and weekends	
City Hall Administrative Offices	Administrative and departmental offices and support spaces	Monday to Friday, 8 a.m. to 5 p.m.	
County Clerk's Office	Public document and records services	Monday to Friday, 8 a.m. to 5 p.m.	5
Police Depot	Small public safety office	Daily, 10 a.m. to 8 p.m.	5
Public Library Outpost	Small branch library	Daily, 10 a.m. to 6 p.m.	5
Business Incubator Hub	Support and co-working space for startups and entrepreneurs	Monday to Friday, 9 a.m. to 6 p.m.	20
Art Incubator Spaces	Creative workspaces and workshops	Monday to Friday, 9 a.m. to 6 p.m. and evenings	15
Multipurpose Venue	Performance and event space	Daytime and evening, approximately 120 events/year	15 per event
Public Market Food Hall	Dining and social space (ABC license required)	Daily, 8 a.m. to 10 p.m.	15
Retail	General retail/commercial	Daily, 9 a.m. to 7 p.m.	5
Kavli Theatre	Performance and event space	Daytime and evening, approximately 160 events/year	60 per event
Scherr Forum	Performance and event space	Daytime and evening, approximately 160 events/year	25 per event

3.9.5 Building C2 (Existing Parking Garage)

Building C2 is an existing six-story parking garage with 760 spaces, including 24 Americans with Disabilities Act (ADA) stalls and three electric vehicle (EV) charging stalls. The parking garage is currently accessed from Thousand Oaks Boulevard via Dallas Drive and serves the existing Civic Arts Plaza uses, including City Hall and the two existing performing arts theatres. The existing garage has one elevator accessing levels two (Kavli Terrace level) through six, and two stairwells serving all levels of the structure. During peak times when events and performances occur on-site, access to the garage is restricted, and fees would be charged for parking.

As part of the proposed project, the connection to Dallas Drive would be removed, and access to the existing garage would be provided via the Oakwood Drive extension from the Oakwood Drive/West Road roundabout. No improvements to the existing garage would be proposed.

3.9.6 Building E1 (Hotel)

Building E1 is a proposed seven-story, 92-foot-tall, 142-room hotel with a gross area of 122,873 square feet. The structure would be located to the northwest of the existing Scherr Forum, west of the Civic Arts Plaza (Building C1), and

east of the proposed mixed-use development (Building E2). The vehicular drop-off and main entry to the hotel would be located along a roundabout connecting West Main Street and Dallas Drive. The service area for the hotel would be shared with the Scherr Forum and would be accessed on the south side of the building off the Oakwood Drive extension via a new service ramp.

The ground floor of the proposed hotel would include a lobby, lounge, a 4,490-square-foot restaurant with associated outdoor seating and patio, kitchen, and utility spaces, two banquet meeting rooms totaling approximately 4,855 square feet with a shared pre-function space attached to an outdoor courtyard, and an administrative suite. The second floor would include indoor and outdoor amenity spaces, including a pool deck. An exterior pedestrian bridge would connect the hotel to the existing parking structure to the south across the Oakwood Drive extension and north to West Main Street. Floors three through six would include a total of 91 single and 45 double guest rooms and six guest suites. The seventh-floor rooftop level would accommodate amenities such as a 4,444-square-foot rooftop terrace and a 1,639-square-foot kitchen and back of house space. All rooftop mechanical equipment would be screened.

The structure of the hotel would be I-B construction over type 1-A and is anticipated as a gravity system consisting of eight-inch-thick post-tensioned reinforcing concrete slabs, supported by concrete columns. Steel trusses would span the meeting rooms to allow for column-free spans of over 50 feet. The exterior cladding would be a composition of ground-faced masonry, metal panels, stone, and a resilient material resembling wood slats.

Hotel Operations

The hotel is anticipated to operate 24 hours a day, seven days a week (Monday through Sunday). The anticipated occupancy for this type of product has seasonal variability but is estimated to operate at approximately 78 percent occupancy.

It is anticipated that the ground floor restaurant would operate from 8:00 a.m. to 10:00 p.m., Monday through Sunday. The rooftop bar would operate from 4:00 p.m. to 10:00 p.m., Sunday through Thursday, and 4:00 p.m. to 11:00 p.m., Friday and Saturday. Banquet spaces available for special events would be available by reservation only and could be utilized daily from 7:00 p.m. to 10:00 p.m.

The hotel is anticipated to offer the sale and consumption of alcohol consistent with a Type 70 ABC License (On-Sale General – Restrictive Service). This permit would authorize the sale or furnishing of beer, wine, and distilled spirits for consumption on the premises to the establishment's overnight transient occupancy guests or their invitees. The hours of sale and operation would be consistent with local, State, and federal law.

While the future operator has not been identified at this time, for purposes of this analysis, the total number of employees for daytime shifts is assumed to be approximately fifteen during the day; the typical shift would consist of eleven housekeepers, two front desk clerks, one full-time maintenance person, and one hotel manager from 9:00 a.m. to 4:00 p.m., daily. After general working hours, the number of employees would be reduced to two front desk clerks. From 10:00 p.m. to about 6:00 a.m., there would typically only be one employee in the hotel. These assumptions would be generally consistent with industry standards for hotels of this type.

3.9.7 Building E2 (Mixed-Use with Podium Parking Garage)

Building E2 is a proposed seven-story, 95-foot-tall, 161-unit mixed-use building, totaling approximately 257,034 square feet. The structure would include an approximately 212-space, three-level podium parking structure. Due to the sloping grades of West Road and the Oakwood Drive extension on the western and southern sides of the building, each level of the parking structure would have independent vehicular access from the adjacent sloped roads – the ground level (level one) would be accessed from West Road, and levels two and three of the podium structure would be accessed from the Oakwood Drive extension.

Due to the topography of the project site, the building would appear as a six-story building from the north along West Main Street – one double-height commercial ground floor with five stories of residential units above, and as a five-story building from the south along the Oakwood Drive extension – one podium parking level with four stories of residential units above.

The ground floor of the building would provide a total of 8,950 square feet of commercial floor area. At this time, it is anticipated that the ground floor of the building would be built out as a core and shell to allow flexibility for future tenant improvements. For purposes of the proposed project, it is anticipated that the western 4,600-square-foot space would be occupied by retail uses and the eastern 4,350-square-foot space would be occupied by restaurant uses. Restaurant uses would be anticipated to serve food and alcoholic beverages requiring an ABC license consistent with federal, State, and local law. Restaurant operating hours would be assumed to be between 7:00 a.m. and 1:00 a.m. (the following day), while retail operating hours would be assumed to be between 9:00 a.m. and 7:00 p.m.

Pedestrian access to the podium structure and ground floor commercial spaces would be provided from West Main Street. Approximately 30 parking spaces within level one of the parking podium would be available to the general public as shared parking spaces available to serve employees, visitors, and guests within the project area. The remaining parking spaces on level one and all spaces on levels two and three of the parking structure, totaling approximately 182 spaces, would be anticipated to serve residential uses in Building E2 and Building E3. The podium courtyard, roof decks, and adjacent indoor amenities would be accessible to all residential tenants.

The mixed-use building is generally designed as a modified U-shaped building atop the podium parking deck. The podium deck serves as a common outdoor courtyard level for residents with views oriented toward the north toward building E2 and the public areas along West Main Street. The top floor of Building E2 is setback to reduce apparent massing and create additional indoor and outdoor rooftop amenity space with views of the hillsides to the north. The orientation of the courtyard deck toward West Main Street also breaks the massing of the building into two primary components, each with unique but complementary architectural treatments. Primary exterior building materials would be anticipated to include plaster, vertical composite wood siding, masonry, decorative tile, and board form concrete.

Construction is anticipated to be type III-B over type I-A. The podium parking garage would serve as the area for the residential and commercial trash receptacles, residential bike storage, residential private storage lockers, and the majority of the mechanical, electrical, and utility spaces. In addition to the commercial area, the ground floor fronting West Main Street would provide space for a residential lobby, mail room, residential elevator, and other utility spaces.

The building would include 115 studios, 27 one-bedroom units, and 19 two-bedroom units. Twenty-six (26) of the 39 total affordable units would be located within Building E2.

3.9.8 Building E3 (Mixed Use with Subterranean Parking Garage)

Building E3 is a proposed four-story, 61-to 64-foot-tall, 79-unit mixed-use building totaling approximately 108,386 total gross square feet. The building includes a single-level subterranean parking garage with 77 spaces that would serve the residents of Building E3, and would be accessed from West Main Street.

The above-grade structure is broken up into three distinct building elements (E3.1, E3.2, and E3.3), which appear as separate buildings at the ground level but would all be connected via the subterranean parking structure. Building elements E3.1 and E3.2 of the building would be located west of Dallas Drive between East Thousand Oaks Boulevard and West Main Street. These elements would be connected via an exterior pedestrian bridge to provide for adequate egress. Building Element E3.3 would be located on the east side of Dallas Drive between East Thousand Oaks Boulevard and the roundabout passenger drop-off at the intersection of Dallas Drive and Main Street.

The ground floor of Building E3, inclusive of all three building elements, would provide a total of 19,048 gross square feet of commercial area. At this time, it is anticipated that the ground floor of the building would be built out as a core

and shell to allow flexibility for future tenant improvements. For purposes of the proposed project, it is anticipated that up to 50 percent of the commercial square footage (9,524 square feet) would be occupied by restaurant uses, and 50 percent (9,524 square feet) would be occupied by retail uses. Restaurant uses would be anticipated to serve food and alcoholic beverages requiring an ABC license consistent with local, State, and federal law. Restaurant operating hours would be assumed to be between 7:00 a.m. and 1:00 a.m. (the following day), while retail operating hours would be assumed to be between 9:00 a.m. and 7:00 p.m.

Vehicular access to the subterranean parking structure would be located off of West Main Street. Pedestrian access to the retail and commercial spaces would be located on all sides of the building, including access off of West Main Street, the paseo between parts E3.1 and E3.2, Thousand Oaks Boulevard, Dallas Drive, and the east side of the structure adjacent to the public park.

Subcomponents E3.1 and E3.2 would be designed to have a distinct material palette from part E3.3, which serves to provide variation along Thousand Oaks Boulevard. Parts E3.1 and E3.2 would utilize neutral plaster tones, vertical composite wood siding, rich brick tones, decorative tile, and board-formed concrete. Part E3.3 would utilize lighter brick tones, horizontal composite wood siding, and painted vertical composite wood siding.

Construction is anticipated to be type III-B over type I-A. The structure would include pitched roofs that surround roof wells designed to screen mechanical equipment. The building footprint, including all building elements, would cover approximately 28,057 gross square feet. The subterranean parking garage would include support spaces, including residential trash receptacles, residential bike storage, residential private storage lockers, and mechanical, electrical, and utility spaces. In addition to the commercial area, the ground floor would provide spaces for residential lobbies, the mail room, the commercial trash receptacles, and some of the required utility spaces. The ground floor is also designed to allow for patios and public seating areas. The upper floors would host residential units, trash chute rooms, and amenity spaces available for common use by residents.

The structure would include 35 studios, 25 one-bedroom units, and 19 two-bedroom units. Thirteen (13) of the 39 total affordable units would be located within Building E3.

3.9.9 Parking

Parking for the proposed project would be provided through a shared parking program designed to maximize the efficient use of available parking supply and promote a “park once” environment; refer to Table 3-5, Parking Space Summary. This approach supports expanded use of alternative transportation modes, including walking, rideshare, public transit, and bicycling.

Table 3-5
Parking Space Summary

Parking Location[1]	Number of Parking Spaces
CAP Parking Structure (Building C2)[2]	705
Valet (Additional parking capacity at the top level of Building C2 with the operation of hotel valet)	40
Podium Parking Garage (Building E2)	212
Subterranean Parking Garage (Building E3)	77
On-site Surface Spaces	22
Off-site Surface Spaces (Angled stalls on Thousand Oaks Boulevard)	30
Off-site surface spaces (CVUSD, Transportation Center)	300
TOTAL	**1,386**

[1] Excludes restricted access parking/loading spaces at Scherr Forum/Hotel Service Court and Kavli Loading Dock

[2] Excludes 46 spaces reserved for City fleet vehicles and 9 spaces reserved for City personnel.

Descriptions of the various parking types, locations, and intended uses is provided below:

Existing Parking Structure

The existing parking structure would serve as the primary parking facility for commercial and visitor-serving uses within Subareas B, C, and E. In addition, in coordination with the City and future hotel operator, the sixth floor of the existing parking structure is anticipated to be utilized as valet parking for hotel guests to be operated by the Hotel.

New Podium and Subterranean Parking Structures

New podium and subterranean structures would primarily serve the residential uses within the mixed-use buildings. Approximately 30 spaces on the first (West Main Street) level of the Building E2 podium structure would be available for use by the general public, employees, and visitors.

Building E2 includes a three-level podium parking structure providing a total of 212 spaces. Due to the existing grade changes along West Road and Oakwood Drive extension at the rear of the building, each level of the podium structure has independent access from the exterior road to limit internal vertical circulation ramps and maximize the capacity of parking. Access to the first parking level is taken from West Road, while access to the second and third levels is taken from Oakwood Drive extension.

A subterranean parking structure providing a total of 77 parking spaces is constructed beneath Building E3. The subterranean parking structure, as designed, is located parallel to Thousand Oaks Boulevard, spanning beneath the separate building elements E3.1 and E3.2, Dallas Drive, and E3.3. Access to the subterranean structure is taken from Main Street beneath Building B1.

In accordance with AB 1317, parking for residential uses would be unbundled from the units. Residential parking is anticipated to meet State Density Bonus Law parking ratios of one space per studio and one-bedroom units, and 1.5 spaces for two-bedroom units. Based on the proposed unit mix (202 studios and one-bedroom units, 38 two-bedroom units), a total of 259 residential parking spaces would be provided. The 77 stalls beneath buildings B and C would be exclusively designated for residential uses. In addition, all parking spaces on levels two and three of the podium structure in Building E1, as well as approximately 40 additional stalls on level one, would be designated for exclusive residential uses. The remaining 30 parking stalls on the ground level would be available for shared use by the general public and commercial service employees.

Surface Parking

Twenty-two (22) surface parking spaces would be provided on West Road and West Main Street, and 30 angled spaces would be provided on the project area frontage along East Thousand Oaks Boulevard. Surface parking spaces within the project area would be generally restricted to short-term (two hours or less) parking to encourage visitors to utilize the parking structures for longer visits to the Downtown Core to facilitate a park-once environment. During peak demand periods in the afternoon and evening hours and on weekends, all or a portion of surface stalls within the Project Area may be further restricted to 15-minute parking or less to encourage more regular turnover of the spaces. Short-term surface spaces of 15 minutes would continue to provide convenient parking for quick stops to businesses within the Downtown Core while providing additional capacity for pick-up, drop-off, and rideshare vehicles, which would likely be most utilized during times of peak demand. The time limits, hours, fees, and enforcement mechanisms would be established in a Parking Management Plan to be developed prior to construction of the project.

Off-Site Parking

There are several City-owned and private parking facilities within the vicinity that would provide off-site parking during peak demand, occurring when two or more theatres would be running events concurrently.

Lots A and B: Thousand Oaks Transportation Center (265 South Rancho Road)

The Transportation Center has two parking lots with approximately 162 and 111 parking spaces, for a total of 273 spaces. This is the furthest lot and located approximately one mile (five-minute drive) from the Civic Arts Plaza. A shuttle service could provide a connection for parkers when in use.

Lot C: CVUSD Preschool (110 South Conejo School Road)

The childcare center is also within walking distance, approximately 0.25-miles from the Kavli Theater loading dock, and provides approximately 27 parking spaces.

Alternative Modes of Transportation Incentives

Theatre performances would be anticipated to have the greatest impact on parking demand. To facilitate effective management of this demand, theatre visitors would have the option to purchase Uber or Lyft vouchers alongside their performance tickets, thereby encouraging the use of rideshare services as discussed in the following section.

In addition, over 60 short-term and approximately 175 long-term bicycle parking spaces would be provided throughout the project site to encourage safe and convenient bicycle amenities as an alternate transportation option in the Downtown area. A combination of short-term bike racks within public spaces and long-term bike storage in secured bike rooms within the proposed structures would be provided for visitors, employees, and residents. Bicycle parking would also include electrical infrastructure for charging e-bikes and e-scooters. These bicycle strategies would assist in meeting the mode share objectives of the site.

Transportation Demand Management Project Features

In addition to the above-described alternative transportation incentives, the project includes multiple strategies to reduce vehicle trips and vehicle miles travelled. These strategies are incorporated to help achieve the project goals and objectives and were informed based on guidance from the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions Assessing Climate Vulnerabilities and Advancing Health and Equity: Designed for Local Governments, Communities, and Project Developers.

The strategies incorporated into the proposed project consist of the following:

- Transportation Demand Management (TDM) – This project strategy consists of implementing the project's shared parking program, including instituting paid parking and time restrictions for on and off-street parking, designating a certain percentage of desirable parking spaces for ridesharing vehicles, designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles and providing an app or website for coordinating rides. In addition, a condition of approval applied to the proposed development permit will include the requirement that any on-site employer provide informational materials to in-person employees, which promotes and educates employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.
- Increased residential land use density – This project strategy accounts for the vehicle trip and trip length reductions achieved by a project that is designed with a higher density of dwelling units compared to the average residential density in the U.S. Increased density provides for more mode of travel options, resulting in shorter and fewer trips by single-occupancy vehicles.
- Reduced residential parking requirements – This project strategy consists of reducing the total parking supply available at a residential project and unbundling parking spaces from the cost of a rental unit, thus disincentivizing vehicle ownership and driving as a mode of travel and incentivizing a shift to other modes. Residential parking is proposed to meet State Density Bonus Law parking ratios of one space per studio and one-bedroom units, and 1.5 spaces for two-bedroom units.

- Pedestrian network improvements – This project strategy consists of increasing the sidewalk coverage compared to existing conditions to improve pedestrian access, thus encouraging both residents and employees to walk instead of drive.
- Affordable Housing – This project strategy involves providing below market rate housing to allow lower income families live closer to employment and cultural centers. The project's residential component consists of 16.25% of the total number of proposed residential units as affordable. Note that the California Department of Housing and Community Development (2021) defines lower-income as 80 percent of area median income or below, and affordable housing as costing no more than 30 percent of gross household income.
- Bicycle Parking – This project strategy consists of providing "end-of-trip" facilities for bicycle riders including secure bicycle lockers and changing spaces, thus facilitating commuter trips by bicycle as opposed to single-occupancy vehicle. Over 60 short-term and approximately 175 long-term bicycle parking spaces would be provided throughout the site.

Deliveries, Services, and Loading

Access for deliveries, services, and loading is provided in specified areas throughout the program. Deliveries for commercial uses would be anticipated to be generally coordinated during specified times from 7:00 a.m. to 2:00 p.m., Monday through Friday, and 7 a.m. to 12:00 p.m., Saturday and Sunday. Delivery trucks for commercial and residential uses across the project program would be anticipated to be made with smaller box truck-sized vehicles. Large semi-trucks would not be anticipated.

3.9.10 Landscaping and Streetscaping

Across the project site, a cohesive plant palette of grasses, succulents, and native species spans 26,807 square feet, arranged in clusters among locally sourced boulders. This composition reinforces water-wise design principles and reduces fire risk. Three species of native oak trees would be planted throughout Subarea E. Main Street and Carpenter Park, anchoring the space with shade, structure, and enduring character. Additional trees would enhance the property's natural features, while select street trees along West Main Street would be chosen for their ability to thrive in the narrower spaces between buildings.

The West Main Street streetscape is designed to prioritize the pedestrian experience. The 24-foot-wide, two-lane roadway flows from West Road to the revitalized Dallas Drive, framed by parallel parking and expansive pedestrian walkways ranging from 10 to 30 feet wide. Furnishings and amenities line the sidewalks, and a commercial storefront lined paseo between Building E3 elements E3.1 and E3.2 provides visual and pedestrian connectivity from East Thousand Oaks Boulevard to West Main Street.

On the eastern side, just beyond the roundabout drop-off, East Main Street is a pedestrian-focused promenade closed to regular traffic but still accessible for emergency and service vehicles. East Main Street is oriented and designed to bend around existing clusters of mature oak trees, which would be preserved. East Main Street is a 24-foot-wide walkway with a mix of pavers and colored concrete that flows around the trees and buildings. This promenade serves as a key connector, linking the Carpenter Park, the amphitheatre, public market, and grand stairs to the Kavli Terrace, City Hall, Kavli Theatre, and existing parking garage.

Branching from East Main Street, a secondary promenade traces the upper edge of the existing oak grove toward Thousand Oaks Boulevard, past the park restaurant (B1), Splash Pad, and artistic shade canopy, looping back to East Main Street. Street trees in planters and tree grates create a shaded, flexible space ideal for farmers' markets. Furnishings including benches, outdoor seating, decorative lighting, opportunities for interactive public art, and seat walls enhance this space.

3.9.11 Lighting

The proposed site lighting establishes a unified character for Downtown Thousand Oaks reflective of the materials and character of the landscape. A consistent family of lighting fixtures, including accent, building-mounted, bollard, catenary, pedestrian, and area lighting, would be utilized to create a welcoming visual hierarchy that provides scale, enhances wayfinding, and improves safety. Conceptually, lighting seeks to reinforce the City's identity and character of the project site by celebrating the existing mature oak trees. Additional exterior building accent lighting would be strategically implemented to better define space and highlight entry points.

The lighting design would comply with the latest version, or current adopted version, of the following codes and standards:

- 2025 California Building Code;
- 2025 Title 24 – Part 6 – California Energy Code;
- 2025 Title 24 – Part 11 – California Green Building Standards Code;
- City of Thousand Oaks Amendments;
- Illuminating Engineering Society of North America (IESNA); and
- City of Thousand Oaks Design Guidelines.

Exterior Lighting Systems

The lighting system and controls for the exterior would target the following attributes:

- Fixtures throughout the project site and building exterior would be LED type, 3000K CCT, 80+ CRI, with lumen packages selected to provide light level in accordance with the recommendations of the Illuminating Engineering Society of North America (IESNA) handbook and recommended practice guides and local ordinances.
- MLO LZ3 would be used for outdoor lighting ordinances and determining light pollution reduction targets
- All exterior lighting would be selected to align with the LEED light pollution reduction credit for MLO LZ3 and International Dark-Sky Association (IDA) recommendations.
- Area and street lighting fixtures would have full cutoff.
- Light pollution reduction would further be addressed via controls and a curfew based on programmatic requirements. Occupancy-based site lighting controls would be used where possible.
- LED pole-mounted fixtures on 12-foot to 15-foot poles would be used for pedestrian walkway lighting.
- LED pole-mounted fixtures on 20-foot to 25-foot poles would be used for roadways.

3.9.12 Drainage

Stormwater management for the project site is regulated by the stormwater requirements associated with SP-20, in accordance with Chapter 6-D, which requires compliance with the basic provisions of the 2000 Countywide Municipal permit. These include the attenuation of the estimated peak flow from a 100-year storm with detention systems which would sufficiently reduce discharge to that of a ten-year storm's peak flow. Other provisions include minimizing pollutants of concern via source and treatment controls, proper design of trash areas to protect against rainfall intrusion, and proof of ongoing best management practices (BMP) maintenance. Full capture and retention of the first flush of rain would not be required, nor is the consideration of a five percent increase in impervious area. Mitigation of effects of areas that discharge into susceptible natural channels is also required. Additionally, since more than 50 percent of the project site is impacted, the entirety of the property is subject to the above requirements.

The proposed project would meet the municipal requirements by splitting the entire project site into three different tributary drainage areas (i.e., TA-1, TA-2, and TA-3). Each tributary drainage area would have a detention pipe with a controlled outlet to reduce the 100-year storm's peak flow to that of a 10-year storm's peak flow rate prior to discharge. TA-1 consists of the vast majority of new construction and has a more robust first flush treatment system with a CDS Hydrodynamic separator as pretreatment, leading to a large infiltration trench. TA-2 and TA-3 mainly consist of the existing site with minimal changes, including a small portion of the existing city hall adaptive reuse building. In addition to the infiltration trench, there would be several other detention systems that receive flows from TA-1 and TA-2 and provide the attenuated control of discharge into the VCWPD system. First-flush treatment for the TA-2 and TA-3 would improve on that of the existing condition and consists of CDS Hydrodynamic separators to filter out trash, sediment, and hydrocarbons.

An existing VCWPD box culvert transects the project site. The culvert conveys stormwater from the project site, as well as a large portion of the City along Thousand Oaks Boulevard. The rectangular culvert, approximately eight-foot-wide by 12-foot-tall, was built in the 1960s and is thought to have been generally constructed along the original flow line of Arroyo Conejo. The existing box culvert is located within a 30-foot-wide easement owned and maintained by VCWPD.

To accomplish the goals and objectives of the proposed project, an approximately 715 linear foot segment of the culvert would be relocated and reconstructed in alignment with Main Street West. Due to its existing path, relocating the culvert to align with Main Street is necessary to improve the viability and constructability of developing Building E3 and increase pedestrian activity along Thousand Oaks Boulevard west of Dallas Drive. The existing 30-foot-wide easement would be relocated to reflect the new alignment in coordination with VCWPD.

3.9.13 Grading and Excavation

The project would require grading and earthwork on-site, which has been split into phases due to the size and scope of the development. In Phase 1, major earthmoving activities would involve the relocation of the VCWPD box culvert and the installation of West Road, Oakwood Drive, and temporary access at Main Street. In Phase 2A, the excavations required to install the subterranean portions of Buildings E1, E2, and E3 would make up the majority of the cut, with fill being required to grade the project site, including Main Street's final condition. Phase 2B consists of a small amount of export to construct Building B1 and grade Carpenter Park. Phase 2C consists of the Adaptive Reuse of Building C1 and minor site work (including the decorative pavement at the Kavli turnaround and a trash enclosure at the Kavli Service Dock), which should not require any export. The bandshell (Building B2) and amphitheatre area would be the final Phase 3 of the project, with a small amount of export to account for building foundations and some minor site work. Refer to Table 3-6, Cubic Yards of Earthwork by Phase, which provides information regarding earthwork, which is broken out by phase.

Table 3-6
Cubic Yards of Earthwork by Phase

Phase	Cut	Fill	Net
1	10,100	6,300	3,800
2A	62,900	13,400	49,500
2B	7,800	6,700	1,100
2C	1,300	1,000	300
3	2,800	2,500	300
Totals	84,900	29,900	55,000

3.9.14 Infrastructure, Utilities, and Public Services

The project site is currently served and would continue to be served by existing utility and public service providers. On-site infrastructure (sewer, water, natural gas, power, and communication systems) serving the existing Civic Arts Plaza and performing arts theatres would be maintained to ensure continued operation and functionality of the existing performing arts theatres throughout construction with minimal interruption. Detailed descriptions of the proposed infrastructure is provided below.

3.9.15 Water System

The project's water demands would be served by the City of Thousand Oaks with a new City of Thousand Oaks water system that consists of pipes connecting to the existing 10-inch water pipe in Thousand Oaks Boulevard, the existing 8-inch water pipe at the Oakwood Drive cul-de-sac, and the existing 12-inch water pipe along the east side of the property. The proposed water system would serve Building E1 (the hotel), Building E2, Building B1 (bandshell), and would also reconnect fire water service to Building C3 (the existing parking garage). Buildings C2 and E3 would be served directly from the 10-inch water main in Thousand Oaks Boulevard. Buildings C1 and C2 would continue to be served by their existing water connection at the southeast service dock and connect directly to the water pipe in South Conejo School Road.

3.9.16 Sewer System

Sanitary sewer service would be provided by the City of Thousand Oaks. A new City of Thousand Oaks 10- and 12-inch sanitary sewer main would be constructed in Main Street heading west to West Road, then south to the Oakwood Drive cul-de-sac before routing along Oakwood Drive to an existing manhole at the intersection of Oakwood Drive and Zuniga Ridge Place. This public sewer connects immediately to the City's 30-inch trunk main running beneath Thousand Oaks Boulevard. The proposed sewer main would be used to discharge the sewer flow from the existing C1 and C2 Buildings, allowing for the decommissioning of the existing sewage ejector system from these existing buildings. The proposed sewer main would also capture discharge from Building B1 (the bandshell), Building E1 (the hotel), and Building E2. Buildings B2 and E3 would connect to the existing 10-inch sewer main in Thousand Oaks Boulevard with the flexibility to connect to the proposed sewer main in Main Street if it is determined to be more beneficial for those structures.

Phase 1 would include construction of the new sewer line, including connecting the existing Civic Arts Plaza at the northwest corner of the building to maintain operations of the existing city hall and performance venues. The new sewer line would be owned and maintained by the City of Thousand Oaks and located within a public utility easement. Construction of new structures in subsequent phases would include installation of the respective private sewer laterals, which would connect to the public sewer lines as described above.

3.9.17 Waste Management

Solid waste and recycling services in the City are currently provided by Athens Services (Athens). Refuse and recycling bins for program uses within the Civic Arts Plaza, Building B1, and public receptacles located throughout the project site would be located at the Kavli loading area accessed from Conejo School Road. This area would contain trash, recycling, and green waste bins as needed to accommodate the proposed uses. Based on coordination with Athens Services and the City Sustainability Division staff, two 30-yard compactors would be provided for trash and recycling (one compactor each), and one 20-yard compactor would be provided for organic food waste. When nearing capacity, the compactors would send an automated email to alert Athens for next-day service.

The City Facilities Department or future Business Improvement District maintenance staff would collect refuse from staging areas adjacent to Building B1, the ground floor Public Market use in Building B2, and public trash receptacles located throughout the site, utilizing a small electric maintenance cart and disposing of refuse in this area. Separate public receptacles would be provided for general waste (landfill), recycling, and organic waste (compost) to minimize

waste sent to landfill. A comprehensive solid waste management plan would be prepared prior to permit issuance of any portion of Phase 2B to identify operational and maintenance details related to servicing Carpenter Park, Buildings B1, C1, and public receptacles throughout the site.

Other private commercial and residential uses would have independent service for waste receptacles with Athens. All properties would have organics, recycling and waste containers accessible for residents and commercial tenants as stipulated by AB 341, AB 1327, and AB 939 requirements. Waste bins associated with Building E1 would be located in an enclosed trash room and serviced from the Scherr Forum loading area, and Buildings E2 and E3 would contain independent trash rooms within their respective building footprints and/or within parking garage areas. For Mixed-Use buildings, commercial trash and residential trash would be separated, with residential trash bins located within the podium and subterranean garages beneath buildings E2 and E3, respectively, and commercial trash bins located on the ground floor adjacent to publicly accessible roads. Servicing Buildings E1 and the residential waste facilities in Buildings E2 and E3 is anticipated to be accommodated via scout trucks, which would retrieve waste bins from the respective locations, deliver them to a garbage truck staged on-street for servicing, and return them once emptied. Commercial waste facilities in buildings E2 and E3, located at grade and adjacent to publicly accessible streets, would be serviced directly by a garbage truck from West Road (Building E2) and Thousand Oaks Boulevard (Building E3).

3.9.18 Sustainability Features

The project would include the following sustainability features:

Site Development

- Central location with access to bus transit stops within 0.5-miles.
- Mixed-use development provides the opportunity to live, work, and recreate within the project, without driving to alternative locations.
- On-site outdoor community areas and amenity spaces, including community gathering spaces, allow residents to work and play without driving to alternative locations.
- Over 60 short-term bicycle parking spaces with electric bicycle charging capabilities.
- Approximately 175 long-term secure and enclosed bicycle parking spaces for residents and employees with electric bicycle charging capabilities.
- Infiltration of over 31,000 cubic feet of storm water, recharging the local groundwater.
- Filtering of stormwater to remove 80 percent of total suspended solids from almost 770,700 square feet of site area.
- Permeable pavers would be used near existing trees to allow for natural infiltration, reduce water use, and reduce stormwater runoff.
- Asphalt and concrete paving to be modified with high albedo materials to increase reflectivity.
- Use of fly ash in Portland cement concrete to reduce emissions.
- Use of locally sourced stone, soil, and plant materials.
- Use of native and low-water-use plants.
- Soils in planter areas to be amended with organic matter such as compost to improve water. retention capacity and reduce water use.
- All wood to be used in site furnishings to be sourced from sustainably managed forests.
- Crush-demolished concrete on-site to be used as recycled concrete aggregate base.

Commercial/Mixed Use

- Secure and convenient bike parking for building residents and commercial employees to promote alternative transportation.
- Deep awnings above the ground-floor commercial storefront glazing to reduce solar heat gain and increase pedestrian thermal comfort.
- Use of natural wood cladding materials to help promote biophilic design principles.
- Deep roof overhangs at the top floors to help reduce solar heat gain.
- Large trellis canopies and roof structures above roof decks to help with thermal comfort and energy efficiency.
- Courtyard building designed to help maximize daylighting at all residential dwelling units.

Hotel

- Use of natural light and ventilation, reducing the need for artificial lighting and climate control, reducing embodied carbon building materials, and smart lighting controls.
- Plumbing fixtures would be specified with low-consumption technologies.
- Use of biophilic features throughout improves air quality and enhances guest experiences.

City Hall/Adaptive Reuse

- Integration of life-cycle assessment optimization, rigorous material and product vetting, and construction waste management during final design and engineering.
- Natural daylighting, visual comfort, and views for building occupants.
- Optimized exterior envelope design that limits cooling loads from solar heat gain, reduces visual discomfort from glare, minimizes hours when occupants deploy interior blinds, and maximizes hours when natural daylighting can serve illumination needs.
- Narrow floorplates which utilize full-height, high-performance glazing to maximize daylight penetration into open office spaces. The addition of fenestration assemblies further reduces direct solar exposure and heat gain, minimizing cooling energy use while also increasing useful daylight.

3.9.19 Fire Resistance Features

The entire project site is within a very high fire hazard severity zone (VHFHZ) as designated by the Ventura County Fire Department (VCFD) and the California Department of Forestry and Fire Protection (CAL FIRE). Additionally, the proposed project is located within a wildland-urban interface (WUI) area.

The landscape design would comply with the requirements for buildings and sites within VHFHSZ areas per VCFD standards. All new trees and ground cover plantings shall be approved, fire-resistant plants as determined by VCFD and the City of Thousand Oaks. All buildings on the project site would be designed and constructed in accordance with VCFD guidelines and the new California Wildland-Urban Interface Code, including Chapters 7 and 9 and Part 7 (CALWUI) of the California Building Code. Fire-resistant and noncombustible materials would be used for all exterior walls, projections, and roof coverings. The hotel, city hall, amphitheatre, and theater buildings would be constructed of noncombustible materials. The construction type of the podium-style residential buildings would utilize materials consistent with Type IIIB construction in lieu of Type VB construction to provide an additional level of safety to those buildings and occupants. The shade structure of the amphitheatre would be partially open to prevent debris from accumulating on the top of the structure and to permit smoke and hot gases to escape the structure.

Sufficient water supply would be provided to the project site for firefighting purposes. Fire hydrants would be placed around the project site adjacent to fire access roads. All buildings, including ancillary structures, would be fully

sprinklered. Fire pumps would be provided for taller buildings on the project site, depending on the available water pressure and flow on the project site. Fire department connections would be provided for each building at an unobstructed, visible location approved by VCFD. Class I standpipes would be provided for each building where the highest occupiable floor level exceeds 30 feet above grade. Standpipes would be located in each enclosed exit stairwell at all main stair landings, including the roof level. Exterior standpipe connections may be provided where the distance from exterior walls exceeds 250 feet from a fire access road or where specifically requested by VCFD.

3.10 Project Phasing

The project would be constructed in five phases: Phase I, Phase 2A, Phase 2B, Phase 2C, and Phase 3; refer to Exhibit 3-6, Proposed Phasing Plan. Phase I would be completed before the commencement of Phases 2A, 2B, 2C, and 3. It should be noted that Phases 2A, 2B, and 2C may occur simultaneously and would not physically dependent on one another; however, the specific timing for completion of each of these phases would be dependent on available funding. For purposes of the proposed project and this EIR, Phases 2A, 2B, and 2C are assumed to occur concurrently. Phase 3 would occur after the completion of Phases 2A, 2B, and 2C. An overview-level description of each phasing component is provided below.

Phasing Overview

Phase I: Phase I involves all site preparation, demolition, grading, underground utility infrastructure, and vehicular roads required to maintain operations for the existing Scherr Forum and Kavli Theatre and deliver cleared and rough-graded pads for Buildings E1, E2, and E3 to a private developer. In addition, the project includes the City's acquisition of the property at 1868 East Thousand Oaks Boulevard for public right-of-way easements.

Phase 2A: Phase 2A involves construction of Buildings E1, E2, and E3 and associated site work including final streetscape improvements along West Main Street, Dallas Drive, and the turnaround/hotel valet drop off. This phase includes grading only associated with the excavation of foundations related to the above-referenced buildings.

Phase 2B: Phase 2B involves construction of the proposed Carpenter Park and Building B1 generally bordered by Thousand Oaks Boulevard on the north, The Lakes Drive on the east, East Main Street on the south, and the turnaround/hotel valet drop off and Building E3 on the west.

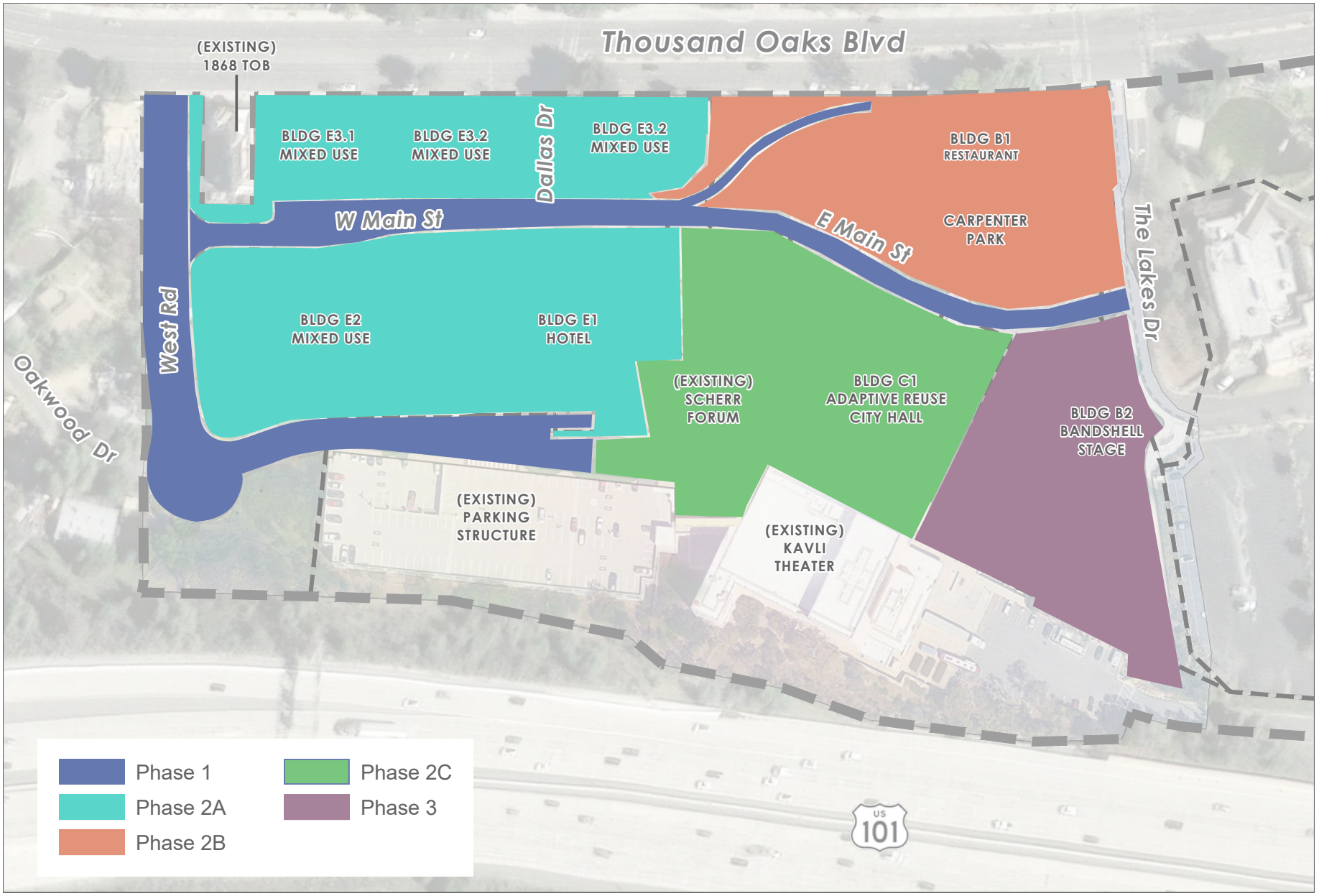
Phase 2C: Phase 2C involves partial demolition, adaptive reuse, and reconstruction of the CAP structure (Building C1), including the completion of East Main Street.

Phase 3: Phase 3 involves the construction of Bandshell (Building B2) and the outdoor amphitheatre.

A detailed description of each phasing component, including the expected duration of each phase, is provided below:

Phase 1

- Construction of West Road, Oakwood Drive Extension, Oakwood Drive/West Road roundabout, and the vehicular ramp to the existing Scherr Forum service court, totaling approximately 36,000 square feet of new paving.
- Demolition of three existing commercial structures along Thousand Oaks Boulevard, totaling approximately 7,628 square feet of demolished floor area.
- Removal of existing protected trees.
- Construction of approximately 350 linear feet of retaining wall adjacent to the Oakwood Drive extension, ranging from two feet in height on the western end to approximately 20 feet in height on the eastern end.
- Construction of underground stormwater detention facilities totaling approximately 3,200 square feet of storage.



Source: RRM Design Group, January 2026

CSG CONSULTANTS

NOT TO SCALE

01/2026

DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

Proposed Phasing Plan

Exhibit 3-6

INTENTIONALLY LEFT BLANK

- Construction of stormwater conveyance lines totaling approximately 2,900 linear feet of new 30-inch storm drain conveyance pipes.
- Construction of approximately 715 linear feet of new eight-foot by 12-foot reinforced concrete stormwater box culvert, and demolition of approximately 760 linear feet of existing.
- Construction of approximately 1,350 linear feet of 12-inch sewer main extension connecting to the existing public sewer main in Oakwood Drive near Zuniga Ridge Place.
- Construction of approximately 2,100 linear feet of 10-inch domestic water pipes connecting to the existing City water main in Thousand Oaks Boulevard near the proposed West Road.
- Demolition of Dallas Drive and surface parking lot in front of the existing Civic Arts Plaza, totaling approximately 38,000 square feet of removed paving material.
- Grading of approximately 117,000 square feet of disturbed area resulting in a total of approximately 3,800 cubic yards of net export.
- Partial demolition of the existing Civic Arts Plaza building, including approximately 750-square-foot landscaped terrace and approximately 8,000 square feet of uncovered and unenclosed outdoor plaza structure.
- Construction of a temporary all-weather fire access road along the proposed East and West Main Street alignment totaling approximately 30,000 square feet.
- Planting of approximately seven new trees on-site, including five replacement oak trees and 111 replacement oak trees off-site.
- Construction staging and contractor parking for Phase 1 is anticipated to occur on-site in the vacant western portion of the site.
- 12-month duration – Construction is anticipated to commence in 2027 and be completed by 2028.

Phase 2A

- Construction of buildings E1, E2, E3, and associated site and utility infrastructure connections.
- Excavation for subterranean and podium garage foundations, resulting in 49,500 cubic yards of export.
- Vertical construction of buildings E1, E2, and E3.
- Road paving, sidewalks, curb and gutter, and landscape/streetscape improvements along West Main Street and Dallas Drive.
- Construction of Roundabout drop-off area at intersection of Dallas Drive and West Main Street.
- East Thousand Oaks Boulevard frontage improvements, including construction of 12 new angled stalls, reconstructed curb, gutter, and sidewalk, and streetscape improvements.
- Planting of approximately 42 trees on-site, including one replacement oak tree.
- Construction staging and contractor parking for Phase 2A is anticipated to occur on-site within the area of construction.
- 36-month duration - Construction is anticipated to commence in 2028 and be completed by 2031.

Phase 2B

- Construction of Carpenter Park and associated amenities, including a splash pad, children’s play equipment, raised decking beneath existing oaks, seat walls,
- Grading resulting in a total of approximately 1,100 cubic yards of net export.
- Construction of Building B1 – Park Restaurant.
- East Thousand Oaks Boulevard frontage improvements, including construction of 30 new angled stalls, reconstructed curb, gutter, and sidewalk.

- Planting of approximately 33 trees on-site, including three replacement oak trees.
- Construction material staging and contractor parking for Phase 2B is anticipated to occur on-site within the area of construction.
- 36-month duration - Construction is anticipated to commence in 2028 and be completed by 2031.

Phase 2C

- Temporary relocation of City staff and in-person public services to off-site location(s) within existing permitted office space within City boundaries.
- Demolition of approximately 48,000 square feet of existing building area.
- Grading and excavation resulting in a total of approximately 300 cubic yards of net export.
- Construction of approximately 80,900 square feet of new floor area.
- Renovation and adaptive reuse of approximately 33,650 square feet of existing building area.
- Construction of East Main Street, including connections to Lakes Drive and a roundabout turnaround between Building E1 and E3.
- Construction material staging and contractor parking for Phase 2C is anticipated to occur on-site within the area of construction and off-site at 265 South Rancho Road and 110 South Conejo School Road.
- 36-month duration - Construction is anticipated to commence in 2028 and be completed by 2031.

Phase 3

- Construction of Building B2 bandshell structure.
- Grading resulting in a total of approximately 300 cubic yards of net export.
- Planting of approximately 3 replacement oak trees.
- Construction of site improvements, including 1,100-square-foot paved area, a 6,700-square-foot lawn with terraced seat walls, and 3,446 square feet of platform decking.
- Construction material staging and contractor parking for Phase 2C is anticipated to occur on-site within the area of construction.
- 18-month duration - Construction is anticipated to commence in 2030 and be completed by 2032.

3.11 Discretionary Actions and Required Approvals

The City is the Lead Agency for the proposed project and has discretionary authority over the project's approvals, permits, and certifications, including the following:

- **General Plan Amendment** to change the land use designation of a 5.33-acre portion of the project site from Institutional to Mixed-Use and adjust the language allowing an exception to the height maximum required by the Mixed-Use Land Use Designation.
- **Specific Plan Amendment** to revise SP-11 subarea boundaries, associated acreages, text, exhibits regarding development and design standards, and procedures for minor or major changes to entitlements under SP-11, specifically within the proposed new Downtown Core Subarea (i.e., Subareas B, C, and E) between Conejo School Road and the western project boundary.
- **Tentative Tract Map** to consolidate 14 existing underlying legal parcels and create approximately nine new separate legal parcels. The Tentative Tract Map includes the partial vacation of existing Oakwood Drive and Dallas Drive right-of-way and existing utility easements to align with proposed improvements, as well as the creation of appurtenant new utility, access, parking, and associated easements.

- **Construction** of five new structures and redevelopment of one existing structure with supporting infrastructure, hardscaping, and landscaping to be completed within three phases over an approximately seven-year period pursuant to the approval of the following entitlements:
    - New Development Permit to allow:
        - Grading, including 3,800 cubic yards of export in Phase 1, and 49,500 cubic yards of export in Phase 2A.
            - Construction of approximately 350 linear feet of temporary shoring ranging from two feet to 20 feet in height,
            - Construction of underground stormwater detention facilities totaling approximately 3,200 square feet of storage area, and
            - Construction of approximately 2,900 linear feet of new 30-inch stormwater conveyance lines.
    - Realignment of approximately 715 linear feet of an existing eight-foot-wide by 12-foot-tall Ventura County Watershed Protection District-owned underground stormwater box culvert
        - Construction of approximately 1,350 linear feet of sewer utility lines and demolition of the existing sewer lift station,
        - Construction of approximately 2,100 linear feet of new domestic water pipes,
        - Demolition of existing Dallas Drive and adjacent surface lot, resulting in approximately 54,000 square feet of demolished paving and concrete,
        - Demolition of three existing commercial structures fronting Thousand Oaks Boulevard, totaling approximately 7,628 square feet of gross floor area, and
        - The construction of roadway improvements, including approximately 105,000 square feet of new paving and hardscape, including:
            - Provision of 30 new angled parking spaces on East Thousand Oaks Boulevard,
            - New West Road with connection to Thousand Oaks Boulevard, including nine parallel parking spaces,
            - New Oakwood Drive extension from the existing cul-de-sac to the existing parking garage vehicular entrance. Oakwood Drive extension includes a new service ramp to the existing Scherr Forum Service Court,
            - New West Main Street connecting West Road to Dallas Drive, including 13 parallel parking spaces, and
            - Reconstruction of Dallas Drive, including improvements to the intersection at Thousand Oaks Boulevard and the roundabout drop-off at Dallas/Main intersection.
            - *Note: Referenced names for all new and reconstructed road names would be conceptual and would be formalized based on City road naming standards in coordination with City Public Works Division at the time of recordation of the Final Subdivision Map.*
        - The construction of Building E1 – a seven-story, 92-foot-tall, 142-key hotel totaling approximately 122,873 square feet of gross floor area. Associated amenities include:
            - Approximately 4,855-square-foot banquet space and
            - A total of 9,374-square-feet of restaurant and bar area on the ground floor and rooftop.

- The construction of two mixed-use residential buildings, including[1]:
  - Building E2 – a seven-story, 95-foot-tall, mixed-use structure consisting of 161 residential apartments, including 26 deed-restricted affordable units for low-income households, approximately 8,900 square feet of ground floor commercial space, and a three-level podium parking structure with approximately 212 parking spaces. The total building square footage is approximately 258,000 square feet of floor area, and the residential unit mix is anticipated to consist of 115 studios, 27 one-bedroom units, and 19 two-bedroom units.
  - Building E3 – a four-story, 61 to 64-foot-tall, mixed-use structure consisting of 79 residential apartments, including 13 deed-restricted affordable units for low-income households, approximately 19,048 square feet of ground-floor commercial space, and a subterranean parking structure with approximately 77 parking spaces. The total square footage is approximately 108,386 square feet of floor area, and the residential unit mix is anticipated to consist of 35 studios, 25 one-bedroom units, and 19 two-bedroom units.

- **Protected Tree Permit** to allow the following:
  - Removal of 45 protected trees, including:
    - 31 coast live oaks (Quercus agrifolia) trees,
    - nine valley oaks (Quercus lobata),
    - one California sycamore (Platanus racemosa) tree, and
    - four toyon (Heteromeles arbutifolia).
  - Encroach within the protected zone of 39 protected trees consisting of:
    - 18 minor encroachments,
    - 21 major encroachments, and
    - eight major encroachments would be considered severe and would be mitigated.
  - Plant trees to replace those removed and with severe encroachments at a 3:1 ratio in accordance with the City's guidelines, resulting in a total of 159 trees, including:
    - 11 on-site replacement trees,
    - 148 off-site replacement trees located within City of Thousand Oaks, and
    - Replacement trees consist of (106) 24-inch box and (53) 36-inch box size trees.
  - Relocate 10 trees on-site, including:
    - five coast live oaks (Quercus agrifolia) and
    - five valley oaks (Quercus lobata).
  - 28 existing protected trees would remain protected in place and would not be encroached upon.
    - 17 coast live oaks (Quercus agrifolia),
    - seven valley oaks (Quercus lobata),
    - one California sycamore (Platanus racemosa) tree, and
    - three toyon (Heteromeles arbutifolia).
- **Special Use Permit** to allow a California Department of Alcoholic Beverage Control (ABC) Type 47 License (On-sale General – Eating Place) at potential future commercial uses within the mixed-use

[1] Based on the proposed deed-restricted units, the proposed project would be eligible for an increase in units/density permitted pursuant to the Density Bonus Law (Government Code Section 65915).

structures and hotel use, as well as a Type 70 ABC License (On-sale General – Restrictive Service) at the hotel use.

- Acquisition of the entire parcel located at 1868 East Thousand Oaks Boulevard via eminent domain or purchase agreement to provide right of way easements to accommodate the project. The current land use and zoning of 1868 East Thousand Oaks Boulevard would not change, nor would the existing use on-site be affected by the project.

3.11.1 Future Actions

- Development/ Purchase Agreement;
- Entitlements for future project components, as required;
- Minor/ Major Modifications; and
- Approval and recordation of Final Subdivision Map.

Ministerial Approvals, Permits, and Certifications

- Landscape Plan Check;
- Drainage Plan;
- Water and Sewer Plan;
- Water Quality Management Plan;
- Infrastructure Plans/Permits;
- Grading Permit;
- Building Permits;
- Minor Modifications; and
- Final Subdivision Map.

Permits and/or Approvals From Other Outside Agencies

- California Department of Alcoholic Beverage Control permits for future uses selling alcohol for on- or off-site consumption.
- Regional Water Quality Control Board. The Regional Water Quality Control Board would require a Stormwater NPDES permit for stormwater management improvements.
- Ventura County Air Pollution Control District Permitto Operate.
- Ventura County Watershed Protection District encroachment permit. Ventura County Watershed Protection District would require an encroachment permit to relocate a portion of the existing stormwater culvert.
- Ventura County Fire Department Fire Protection Clearances.
- Utility connection permits including SoCal Edison, SoCalGas, and Cox coordination or upgrades, as required.

INTENTIONALLY LEFT BLANK

4.0 Basis of Cumulative Analysis

Section 15355 of the CEQA Guidelines, as amended, provides the following definition of cumulative impacts: "Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts."

Pursuant to Section 15130(a) of the CEQA Guidelines, cumulative impacts of a project shall be discussed when they are "cumulatively considerable," as defined in Section 15065(a)(3) of the CEQA Guidelines. "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 Section 15065).

This Draft EIR assesses cumulative impacts for each applicable environmental issue and does so to a degree that reflects each impact's severity and likelihood of occurrence. Cumulative impacts are provided at the end of each topical section.

As indicated above, a cumulative impact involves two or more individual effects. Per CEQA Guidelines Section 15130(b), the discussion of cumulative impacts shall be guided by the standards of practicality and reasonableness, and should include the following elements in its discussion of significant cumulative impacts:

1. Either:
   a) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the Agency, or
   b) A summary of projections contained in an adopted local, regional, or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, a regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projects may be supplemented with additional information, such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.
2. When utilizing a list, as suggested in paragraph (1) of subdivision (b), factors to consider when determining whether to include a related project should include the nature of each environmental resource being examined, the location of the project, and its type. Location may be important, for example, when water quality impacts are at issue, since projects outside the watershed would probably not contribute to a cumulative effect. Project type may be important, for example, when the impact is specialized, such as a particular air pollutant or mode of traffic.
3. Lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used.
4. A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and
5. A reasonable analysis of the cumulative impacts of the relevant projects, including examination of reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.

Table 4-1, Cumulative Projects List, and Exhibit 4-1, Cumulative Projects Map, identify the related projects and other possible development in the area determined as having the potential to interact with the proposed project, to the extent that a potentially significant cumulative effect may occur. The following list of development projects was developed in consultation with City staff, and the potential for interaction with the proposed project was based upon project type, geographical location, and the nature of impact analysis provided within this Draft EIR.

The cumulative projects list that follows in Table 4-1 considers a geographic area roughly bounded by Westlake Hills to the east, Westlake Triunfo Canyon to the south, Carriage Square to the west, and Conejo Oaks and Emerson Estates to the north. Projects considered in this EIR for the cumulative review are all within a 1.25-mile radius around the proposed project area, per past City practice.

Table 4-1
Cumulative Projects List

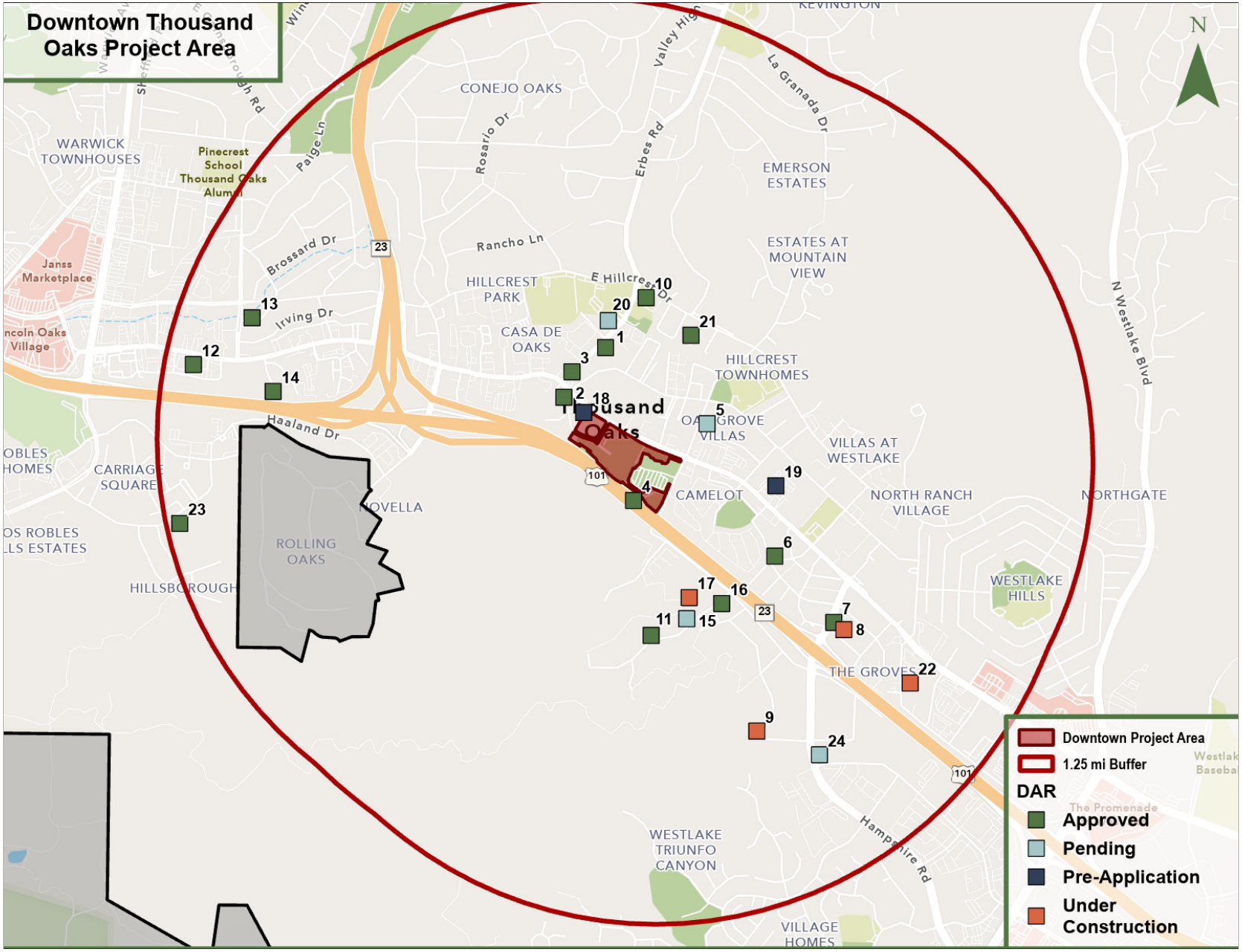
Map ID or #	Location	Project	Status
Residential Projects			
1	170 Erbes Rd	To allow the construction of a new 42-foot-tall, 30-unit multi-family building including 5 low-income affordable units with a square footage of approximately 50,000 square feet on a 0.71-gross-acre vacant site. A combined total of 42 parking spaces is proposed to serve the project along with other amenities, including private and common outdoor space, hardscaping, and landscaping with requests for two incentives and five waivers as allowed by State Density Bonus Law; as well as the merger of three lots into one within the Residential Planned Development (R-P-D) zone.	Approved
2	1730 Los Feliz Dr	To allow the construction of a three-story, 24-unit apartment complex (50 percent density bonus, and including 3 affordable units) with associated parking, amenities, grading, infrastructure, improvements, hardscape, and landscape in the Residential Planned Development (R-P-D) zone. The project also includes requests for three State Density Bonus Concessions, one Thousand Oaks Municipal Waiver, and 12 Objective Design Standard Modifications.	Approved
3	1816 and 1818 Los Feliz Dr	To allow the construction of a 16-unit apartment building.	Approved
4	2200 E Thousand Oaks Blvd	To allow the construction of a new, approximately 75-foot-tall, 165-unit apartment building with associated parking and amenities, creation of air parcels, and amendments to the General Plan and Specific Plan 11.	Approved
5	2323 Chiquita Ln	To allow the construction of a new 45-unit multi-family residential development.	Pending
6	2821 Los Robles Rd	To allow the construction of a four-unit townhome and to allow the division of a 0.29-acre parcel into 1 condominium lot.	Approved
7	3170 Los Robles Rd	To allow the conversion of an existing garage to habitable space and split the existing single-family residence into a duplex in conjunction with the construction of a new 503 square-foot attached two-car garage.	Approved
8	3190 Los Robles Rd	To allow the construction of a new triplex and encroachment into oak trees.	Under Construction
9	325 and 391 Hampshire Rd	To amend the General Plan designation of Commercial to Commercial, Residential; to change	Under Construction

Map ID or #	Location	Project	Status
		the zoning designation of Neighborhood Commercial to Specific Plan-22; to construct 420 residential units (including 50 affordable units) distributed across two, four-story, podium style mixed-use buildings and 13 three-story townhome buildings, including a 5,000 square-foot, two-story, stand-alone amenity building, and trails, pocket park, dog park, dining plazas, and seating areas; to adjust property lines to establish two legal lots of record, one lot for the proposed townhomes and one for the proposed mixed-use buildings; to allow the removal of three (3) oak trees and the encroachment into the protected zone of two (2) oak trees and two (2) California sycamore trees.	
10	384 Erbes Rd	To allow the demolition of an approximately 26,500 square-foot, one-story former school building for the construction of 78, three-story townhome units with attached garages on two previously developed parcels totaling 3.88 acres. The project will include: undergrounding of the existing poles and power lines on Hillcrest Drive bordering the site, water main, sewer, and storm drain connections, site grading and retaining walls, guest parking, landscaping, and mitigation of impacts to protected trees. The townhome units will be offered for sale with 45- to 55-year deed restrictions: 75% of the homes will be affordable to and occupied by households under 80% of area median income, and the remaining 25% of homes will be affordable and occupied by households under 120% of area median income. The proposed project is 100% affordable and is publicly funded.	Approved
11	385 Skyline Dr	To allow construction of a single-family dwelling with encroachment into 25% or steeper slope, waive the requirement to underground the existing utilities, and to allow the merger of two parcels.	Approved
12	500 E Thousand Oaks Blvd	To allow 328 multi-family apartment units (including 44 affordable units), retail, and life-work areas.	Approved
13	185 Flittner Circle	To allow a new 1,979 square-foot, single-family residence and the encroachment into the protected zone of protected trees for the purposes of construction.	Approved
14	86 and 88 Long Ct	To allow the demolition of an existing commercial office building and construction of a maximum 50-foot-tall, 73-unit multi-family residential building including affordable units, podium parking garage, surface parking, private outdoor amenities, grading, landscaping with requests for two incentives and four waivers as allowed by State Density Bonus Law; as well as the removal of four (4) protected trees and	Approved

Map ID or #	Location	Project	Status
		encroachment into the protected zone of twenty-four (24) protected trees	
15	APN 676-0-080-090	To allow for a new 3,134 square-foot single-family residence and floor area greater than 2,000 square feet in the R-E-13-PR zone.	Pending
16	APN 676-0-121-080, generally located at the southeast corner of Willow Ln and Skyline Dr	To subdivide one residential lot into three residential lots to accommodate the construction of three single-family residences, including hardscape, landscape, wall, grading, and encroachment into the protected zone of four oak trees.	Approved
17	North side of Skyline Drive (APNs: 676-0-080-010, 676-0-080-030, 676-0-080-020, 676-0-080-060)	To allow construction of five single-family dwellings, adjust lot lines for 4 lots of record, and waive the requirement to underground existing utility services.	Under Construction
18	1850 E Thousand Oaks Blvd	The project is a mixed-use development consisting of two buildings with 70 total residential units, 7,732 square feet of commercial restaurant and retail space, and 110 total on-site parking spaces. The north building fronting Thousand Oaks Boulevard is a 5-story building and includes 6,707 square feet of ground-floor retail and restaurant space and 22 one-bedroom units above. The south building is a 6-story structure including 1,032 square feet of ground-floor retail, a two-level podium parking structure with 95 total parking spaces, and 48 one- and two-bedroom units above. The project includes 6 very-low-income (15%) and 5 moderate-income (13%) affordable units and is eligible for a 92.5% density bonus pursuant to Cal. Gov. Code 65915(v). Podium parking will serve all residential units at a ratio of 1 space per one-bedroom unit, and 2 spaces (tandem) per two-bedroom unit, exceeding the prescriptive parking ratios under State density bonus law. The 15 on-site spaces and adjacent 22 on-street spaces will serve the proposed commercial uses. The site has been designed to be compatible with the goals and objectives of the Downtown Plan, including the provision of a pedestrian plaza connecting the City's new Main Street through the site and to Oakwood Drive to the west.	Pre-Application
19	2595 E Thousand Oaks Blvd	To allow the construction of a mixed-use residential project providing 188 units and 5,500 square feet of retail use.	Pre-Application
20	269 Erbes Road	To allow the construction of 59 multi-family units.	Pending
21	2080 E Hillcrest Dr	To allow the construction of nine single-family dwellings and Tentative Tract Map (TTM) 2014-70479 to subdivide a 2.47-acre lot into 10 lots of record; encroachment within the protected zone of a toyon tree and removal of one other; and encroachment within the protected zone of one oak tree.	Under Construction

Map ID or #	Location	Project	Status
Commercial Projects			
22	3570 E Thousand Oaks Blvd #C	To allow the construction of a two-story dealership and encroachment into the protected zone of various oak trees for the purposes of construction.	Under Construction
23	400 E Rolling Oaks Dr	To allow the construction of a new 58,412 square-foot, 27 to 44-foot, 2-inches-tall split-level medical office building. Two hundred and thirty-three parking spaces are proposed with primary access off Rolling Oaks Drive and secondary access off Los Padres Drive. Development of the project would result in demolition of all remaining improvements on the vacant lot, landscaping, and grading on slopes steeper than 25 percent, and removal and replacement of 14 of 33 protected trees onsite.	Approved
Institutional Projects			
24	530 Hampshire Rd	To allow a religious assembly use within an existing 4,300 square-foot office building, a 3,723 square-foot, one- and two-story addition, interior improvements, new walls, landscaping, including a parking reduction and alternating use of parking facilities, and removal and encroachment into the protected zone of various protected oak and sycamore trees.	Pending

INTENTIONALLY LEFT BLANK



NOT TO SCALE

01/2026

DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

Cumulative Projects Map

Exhibit 4-1

INTENTIONALLY LEFT BLANK

5.0 Environmental Impact Analysis

The following impact sections of the Draft Environmental Impact Report (EIR) contain a detailed description of existing conditions at the project site, project impacts (including direct and indirect, short-term, long-term, and cumulative impacts), recommended mitigation measures, and significant and unavoidable impacts. The Draft EIR analyzes those environmental issue areas where potentially significant impacts could occur, as stated in Appendix A, Notice of Preparation.

Environmental Topics Addressed in this Draft EIR

The EIR examines environmental factors outlined in Appendix G of the CEQA Guidelines, Environmental Checklist Form, as follows:

- Aesthetics/Light and Glare;
- Air Quality;
- Biological Resources;
- Cultural Resources;
- Energy;
- Geology and Soils;
- Greenhouse Gas Emissions;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Noise;
- Population and Housing;
- Public Services and Recreation;
- Transportation;
- Tribal Cultural Resources;
- Utilities and Service Systems; and
- Wildfire.

No significant impacts related to Agricultural and Forestry Resources or Mineral Resources are anticipated. As a result, these issues are addressed in Section 6.0, Effects Not Found To Be Significant.

Format of the Draft EIR

Each environmental issue is addressed in separate impact sections of the EIR, which are organized into the following subsections:

Existing Setting

The existing setting describes the baseline physical conditions of the project site and surroundings (e.g., existing land uses, transportation conditions, noise environment) that may influence or affect the issue under investigation for each environmental topical area at the time the NOP was published.

Regulatory Setting

The regulatory setting provides and discusses the laws, ordinances, regulations, and standards that apply to the proposed project.

Impact Thresholds and Significance Criteria

The impact thresholds and significance criteria provides the thresholds that are the basis of conclusions of significance, which are primarily the criteria in Appendix G of the CEQA Guidelines (California Code of Regulations, Sections 15000 - 15387). It also elucidates the approach to analysis. Primary sources used in identifying the criteria include the CEQA Guidelines; local, State, federal, or other standards applicable to an impact category; and officially established significance thresholds. Pursuant to CEQA Guidelines Section 15064(b), "…[a]n ironclad definition of significant effect is not possible because the significance of any activity may vary with the setting." Principally, "…a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance" constitutes a significant impact (CEQA Guidelines Section 15382).

Impacts and Mitigation Measures

The impacts and mitigation measures describe potential environmental changes to the existing physical conditions which may occur if the proposed project is implemented. This analysis evaluates all phases of the project, including construction and operation. Evidence, based on factual and scientific data, is presented to show the cause and effect relationship between the proposed project and the potential changes in the environment. The exact magnitude, duration, extent, frequency, range or other parameters of a potential impact are ascertained, to the extent possible, to determine whether impacts may be significant; all of the potential direct and reasonably foreseeable indirect effects are considered. Project-level, programmatic-level, and cumulative impacts are analyzed. Section 4.0, Basis of Cumulative Analysis, provides additional information about the cumulative scenario.

Potential impact classifications are defined below:

- **No Impact.** A No Impact conclusion is reached if there is no potential for impacts from the proposed project or if the environmental resource does not occur within the project area or the area of potential effect.
- **Less Than Significant Impact.** A Less Than Significant Impact determination applies if the potential impact does not exceed the defined thresholds and significance criteria or would be reduced or eliminated to a less than significant level through compliance with existing federal, State, and local laws and regulations. No mitigation is required for such impacts.
- **Less Than Significant Impact with Mitigation Incorporated.** A Less Than Significant Impact with Mitigation Incorporated conclusion applies if the proposed project would exceed the defined thresholds and significance criteria, and that impact could not be reduced or eliminated to a less than significant level through compliance with existing federal, State, and local laws and regulations. This conclusion is applicable if feasible mitigation is available that would reduce the impact to a less than significant level.

"Mitigation Measures" are project-specific measures that would be required of the project to avoid a significant adverse impact; to minimize a significant adverse impact; to rectify a significant adverse impact by restoration; to reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or to compensate for the impact by replacing or providing substitute resources or environment.

The "Level of Significance After Mitigation" identifies the impacts that would remain after the application of mitigation measures, and whether the remaining impacts are or are not considered significant. When these impacts, even with

the inclusion of mitigation measures, cannot be mitigated to a level considered less than significant, they are identified as "significant unavoidable impacts."

- **Significant Unavoidable Impact.** A Significant Unavoidable Impact applies if the proposed project would result in impacts that would be significant, and cannot be feasibly mitigated to less than significant, so would therefore be unavoidable.
- **Significant Unavoidable Impact with Mitigation Incorporated.** A Significant Unavoidable Impact with Mitigation Incorporated applies if the proposed project would result in impacts that would be significant, and, although feasible mitigation might lessen the impact, the residual impact would be significant, and, therefore, the impact would be unavoidable.

To approve a project with unavoidable significant impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the lead agency is required to balance the benefits of a project against its unavoidable environmental impacts in determining whether to approve the project. If the benefits of a project are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable" (CEQA Guidelines Section 15093[a]).

INTENTIONALLY LEFT BLANK

5.1 Aesthetics

This section assesses the potential for aesthetic impacts through the consideration of impacts to scenic views/vistas, impacts to State scenic highway, potential conflicts with regulations governing scenic quality, and the introduction of new sources of light and glare. The analysis in this section is primarily based on information provided by RRM Design Group and SmithGroup.

5.1.1 Existing Setting

Thousand Oaks is located in the Conejo Valley region within Ventura County, a coastal valley framed by the Simi Hills to the north and east, the Santa Monica Mountains to the south, and Conejo Mountain to the west. Surrounding cities include Simi Valley and Moorpark to the north, Westlake Village and Agoura Hills to the east, Camarillo to the west, and Malibu to the south. Thousand Oaks is a suburban community, surrounded by vistas of natural open space, traversed by creeks, and dotted with prominent knolls and oak woodlands.

The 17.68-acre project area (project site) is located in the eastern portion of the City, within the Downtown Core area, approximately 0.7-miles east of State Route 23 (SR-23) and the Ventura Freeway (Highway 101) interchange.

The project site is designated "Institutional" per the Thousand Oaks General Plan 2045 (General Plan) Land Use Element and is zoned and regulated by the Civic Arts Plaza Specific Plan (SP-11), which governs development of the property, except for the property at 1868 East Thousand Oaks Boulevard, which is designated by the General Plan as "Commercial Neighborhood" and zoned "Thousand Oaks Boulevard Specific Plan (SP-20)." Within SP-11, the project site encompasses Subareas B, C, and E.

The eastern portion of the project site is developed with the existing Civic Arts Plaza (CAP) complex, which consists of City Hall government offices, Police outpost, County clerk offices, the Kavli Theatre, Scherr Forum, and several outdoor terraces separated by a large water feature and stepped landscape planters. The CAP was designed by Antoine Predock, a noted architect, in a modern and postmodern architectural style. The CAP is approximately 129 feet in height and approximately 208,920 square feet in size; refer to Exhibits 5.1-1a through 5.1-1c, Existing Site Conditions. It is immediately adjacent to Highway 101 and set back from East Thousand Oaks Boulevard. The eastern portion of the project site is also improved with a six-story parking structure that serves the CAP. The western portion of the project site is largely undeveloped, with the exception of three small commercial structures with associated storage and parking, located and accessed along the Thousand Oaks Boulevard frontage; building heights range from one to two stories.

Other project site features include pedestrian pathways, surface parking, monument and wayfinding signage, pole-mounted street lighting, flag poles, overhead utility lines and poles, solid cement retaining walls, and chain-link fencing. Extensive ornamental landscaped areas are present at the CAP complex and parking structure, as well as within Mary and Richard Carpenter Plaza Park. Ornamental trees include mature native valley oak, coast live oak, California sycamore, native toyon, non-native Peruvian pepper, crape myrtle, Chinese pistache, Deodar cedar, Brisbane box, and Canary Island pine. Other ornamental landscaping includes shrubs, flowers, and other herbaceous plants, with other areas of open lawn or mulch.

Areas surrounding the project site are developed with various urban uses, including residential, retail/commercial, and service-oriented uses. The properties immediately to the north of the project site, across East Thousand Oaks Boulevard, are developed with single-story commercial buildings and a cultural garden ("Gardens of the World"). The area immediately west of the project site is developed with single-story commercial/service-oriented uses as well as several single-family residences. The property located directly east of the project site is known as "The Lakes" and consists of an approximately ten-acre shopping center, with approved plans to construct an approximately 165-unit,

INTENTIONALLY LEFT BLANK











DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

CSG CONSULTANTS

NOT TO SCALE

Existing Site Conditions (Civic Arts Plaza)

01/2026

Exhibit 5.1-1a

INTENTIONALLY LEFT BLANK





DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

CSG CONSULTANTS

NOT TO SCALE

Existing Site Conditions (Parking Structure)

01/2026

Exhibit 5.1-1b

INTENTIONALLY LEFT BLANK













DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

NOT TO SCALE

Existing Site Conditions (Thousand Oaks Boulevard)

02/2026

Exhibit 5.1-1c

INTENTIONALLY LEFT BLANK

seven-story-tall multi-family residential apartment building within the existing surface parking area. Estella Park, El Parque de la Paz, multi-family residential developments (including Avalon Thousand Oaks and the Shadow Apartments), an assisted living facility (Atria), and several restaurants, businesses, and recreational uses are also located within the project vicinity and comprise the general community character.

Temporary Off-Site Locations

Satellite parking locations to be used for parking and laydown storage during construction would include 265 South Rancho Road and 110 South Conejo School Road. The location at 265 South Rancho Road is currently used as a surface parking lot, and is located approximately 0.65-miles northwest of the project site, on the west side of Highway 101. The location at 110 South Conejo School Road is currently developed with a Conejo Valley Unified School District (CVUSD) Preschool, located approximately 0.12-miles east of the project site.

Scenic Resources

According to the General Plan Conservation Element, the City considers its major natural landscape features, such as open spaces, knolls, ridges, and hillsides, to be important scenic resources. Additionally, Thousand Oaks' community forest of oak and sycamore trees offers multiple opportunities for viewers to observe wooded land throughout the Planning Area.[2] As such, the Santa Monica Mountains and surrounding natural open space (including Conejo Ridge Open Space) to the west and to the south of the project site, as well as the Hillcrest Open Space Preserve (Simi Hills) to the north and to the east of the project site, are examples of scenic resources within the vicinity of the project area.

The community forest, with its native oak trees and sycamore trees, is the City's largest, most visible natural and scenic resource, which is present throughout the City. The trees that constitute the community forest impart a distinctive character and identity to the City and its various neighborhoods. The community of Thousand Oaks values trees as an essential element of the City's visual character. The project site has 122 existing protected trees within the proposed area of improvements, including 31 valley oaks, 77 coast live oaks, one (1) holly oak, five (5) sycamores, and eight (8) toyons that are considered "Landmark" trees according to Thousand Oaks Municipal Code (Municipal Code) Section 9-4.4302 (refer also to Section 5.3, Biological Resources).

A scenic corridor is usually described as an area where outstanding views of natural landscapes and visually attractive built environments are visible from public roadways. The most prominent and heavily traveled roadway in the City is Highway 101, which, in some parts of the City, offers expansive views across the valley and of the mountains to the north and south. Throughout the City, light industrial complexes, commercial buildings, open space, and parking lots or storage facilities appear in the near to middle ground from Highway 101, reducing the visual quality of the natural landscape.

Exhibit 5.1-2, Key Views Map, and Exhibits 5.1-3a and 5.1-3b, Key Views Existing Conditions (described further below) depict existing public vantage points with views of these scenic resources as well as the project site:

- **Northbound and Southbound Views along Highway 101.** Highway 101 is a north-south highway that is located immediately west/southwest of the project site. Partial views of the project site are afforded to motorists traveling along Highway 101 in both directions. Under existing conditions, views are limited to the top-most features of the existing parking structure and southern façade of the existing CAP; however, due to the downward slope of the site from these highway viewers, the presence of soundwalls and other highway infrastructure along the corridor, and the height of the existing parking structure and CAP, the remainder of the project site is not visible from Highway 101. Existing structures on-site are within the viewshed of the Simi Hills from southbound Highway 101; however, the project site is not within the viewshed of the Santa Monica

[2] City of Thousand Oaks. *Thousand Oaks General Plan 2045: 2045 General Plan Update Draft Environmental Impact Report*. June 2, 2023.

Mountains from northbound Highway 101. Key Views 1 through 5 depict views of the project site along Highway 101.

- **South-facing Views from Adjacent Hilltop.** Key View 6 depicts the surrounding natural landscape in the background, including the Simi Hills to the east and southeast and the Santa Monica Mountains to the south; the project site – including mature, protected trees and existing buildings – and Highway 101 in the middle ground; and scrub and vegetation in the foreground, from the vantage point of a hilltop adjacent to the west of the project site. The existing CAP partially obstructs the ridgelines of the distant mountains.
- **Eastbound and Westbound Views along East Thousand Oaks Boulevard.** Motorists, bicyclists, and pedestrians traveling in each direction on East Thousand Oaks Boulevard along the project site's frontage have partial views of the Conejo Ridge Open Space to the west. However, these distant views are limited to the ridgelines of these hilltops, which are mostly obstructed by existing development on-site and the surrounding urban development. Additionally, mature protected trees are growing along the street frontage and are set back within the project site, visible from public vantage points along East Thousand Oaks Boulevard as well as along public pedestrian walkways within the project site. Key View 7 depicts mature street trees along East Thousand Oaks Boulevard with southwest views of the project site frontage. Key Views 8 and 9 depict northwest views of the project site from East Thousand Oaks Boulevard, with obstructed views of the Conejo Ridge Open Space area in the background and some protected trees in the foreground.
- **Westward Views from Hillcrest Open Space Preserve.** The City's open spaces as well as its trail network within the vast hillsides provide scenic vistas at higher elevations. Generally, the project site sits in a low-lying area of the City, and is visible from hillsides to the east, including the Simi Hills. Key View 10 depicts the project site within the larger context of the valley, as seen from the trails within the Simi Hills, with the Santa Monica Mountains in the background further west.



Source: Google Earth Pro, January 2026

CSG CONSULTANTS

NOT TO SCALE

01/2026

DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

Key Views Map

Exhibit 5.1-2

INTENTIONALLY LEFT BLANK











CSG CONSULTANTS

NOT TO SCALE

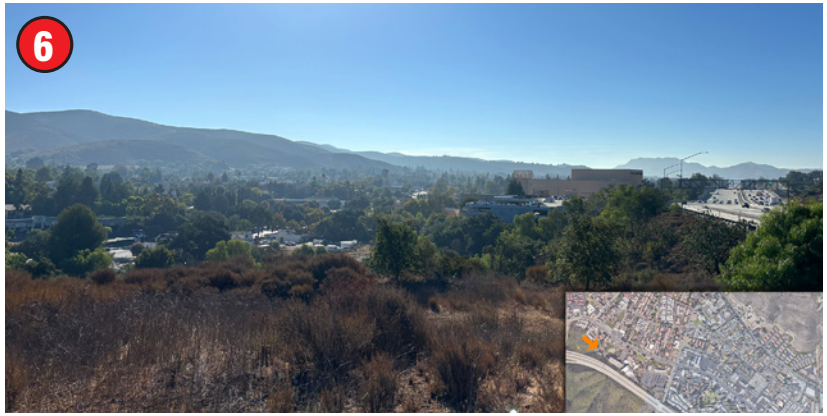
01/2026

DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

Key Views Existing Conditions

Exhibit 5.1-3a

INTENTIONALLY LEFT BLANK











CSG CONSULTANTS

NOT TO SCALE

01/2026

DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

Key Views Existing Conditions

Exhibit 5.1-3b

INTENTIONALLY LEFT BLANK

State Scenic Highways

Highway 101 is identified as an eligible State scenic highway by the California Department of Transportation (Caltrans).[3] As discussed above, views of the project site are afforded from Highway 101 as it is located immediately south of the project site. Due to the slope of the project area and the height of the existing structures, views are limited to the southern façades of the CAP and parking structure, while the northern portion of the project site is not visible. The existing CAP, adjacent to Highway 101, partially obstructs the Simi Hills and Santa Monica Mountains, as well as the general surrounding natural landscape views to the east and south along the view corridor.

Visual Character/Quality

The project site is located within a relatively low-lying area of the City, which is developed with a mix of residential, commercial, and office land uses. The visual character of the project site and its surroundings is dominated by these urban uses. Commercial uses are largely one to two stories, set back from the nearby roadways with large surface parking lots, light-colored stucco exteriors, and red-tile roofs. Office uses in the immediate vicinity of the project site are up to three stories in height and can be of more contemporary design, with flat or pitched roofs, stucco and glass exteriors, and large surface parking lots.

The project site is located within portions of the Downtown and Thousand Oaks Boulevard General Plan Sub-Area Plans. The Downtown Sub-Area Plan built environment includes the City's Civic Arts Plaza, City Hall, theatres, Gardens of the World, The Lakes shopping center, and other uses, including retail, office, single-family residential, restaurants, and an assisted living facility. In addition, the area contains underdeveloped and vacant lots. The proposed project would develop the "Downtown Core", as defined by the proposed amendments to Specific Plan No. 11, which would consist of the hotel, two mixed-use buildings, restaurant, park, bandshell and amphitheatre, adaptively reused Civic Arts Plaza and City Hall facilities, and associated hardscape, infrastructure, and landscaping improvements. Thousand Oaks Boulevard consists of auto-oriented, one- to two-story retail, restaurants, auto dealerships, government uses, services, and offices. The roadway is lined with sidewalks, street trees, and signage. The building placement making up the street wall is inconsistent, as some businesses are close to the street and have rear and/or side parking. Others, including strip malls, are set far back from the sidewalk and have parking in front of the entryway. Buildings range in age and architectural character.

Light and Glare

Lighting effects are associated with the use of artificial light during the evening and nighttime hours. There are two primary sources of light: light emanating from building interiors passing through windows, and light from exterior sources (i.e., street lighting, building illumination, security lighting, parking lot lighting, and landscape lighting). Light introduction can be a nuisance to adjacent residential areas, diminish the view of the clear night sky, and if uncontrolled, can cause disturbances. Uses such as residences are considered light sensitive since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources.

Glare is primarily a daytime occurrence 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. Perceived glare is the unwanted and potentially objectionable sensation observed by a person as they look directly into the light source of a luminaire. Daytime glare generation is common in urban areas and is typically associated with buildings with exterior facades largely or entirely comprised of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare-sensitive uses include residences, transportation corridors, and aircraft landing corridors.

[3] California Department of Transportation. *Statewide Scenic Highway [Map]*. 2026. https://experience.arcgis.com/experience/47e2009986264718a5a13a2c81382774. Accessed January 6, 2026.

The project site is developed with the existing CAP and commercial development. Surrounding urban development includes a mix of residential, retail/commercial, and service-oriented uses. As a result, various sources of light and glare are present in the area. On-site lighting associated with existing uses includes building illumination, signage, and security lighting. Existing pedestrian safety lighting, pole-mounted street lighting, and parking lot lighting are also available in the vicinity. Street lighting and vehicle headlights associated with roadways further influence nighttime lighting in the project area. Existing on-site structures do not include highly polished surfaces; thus, daytime glare is not readily apparent in the project area. Existing sources of glare during the evening or nighttime hours include vehicle headlights along surrounding roadways and within parking lots.

Light-sensitive uses within the project vicinity include several single-family residences located immediately west of the project site, and an approved but not currently constructed multi-family residential apartment building to be located immediately east of the project site.

5.1.2 Regulatory Setting

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

Federal

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

State

Caltrans Scenic Highways Program

California's Scenic Highway Program was enacted in 1963 by State legislature to preserve and enhance the natural scenic beauty of the State's highways and corridors. The Scenic Highway Program is governed by Streets and Highways Code Sections 260 through 263. Pursuant to the State Streets and Highways Code Division 1, Chapter 2, The State Scenic Highway System, the purpose of designating certain portions of the State highway system as State scenic highways is to establish the State's responsibility for the protection and enhancement of California's natural scenic beauty by identifying those portions of the State highway system which, together with the adjacent scenic corridors, require special scenic conservation treatment. Highways may qualify as "eligible" or "officially designated" scenic highways, where eligible scenic highways become officially designated scenic highways when the local governing jurisdiction adopts a Corridor Protection Program for the highway, thereby limiting land uses and their densities, controlling outdoor advertising, and implementing design requirements. The California Department of Transportation (Caltrans) officially designates State scenic highways and historic parkways through the California Scenic Highway System Map.

California Green Building Standards Code, Title 24, Part 11

Section A6.209.3.2, Luminaire cutoff requirements, of the 2025 California Green Building Standards Code, Title 24, Part 11 (CALGreen), requires that all outdoor lighting above 175 watts used in parking lots, building entrances, canopies, and other outdoor areas be designated "Cutoff" – where the candela per 1,000 lamp lumens does not numerically exceed 25 at or above a vertical angle of 90 degrees above nadir and 100 at or above a vertical angle of 80 degrees above nadir. Nadir is in the direction of straight down, as would be indicated by a plumb line. To comply with this requirement, the luminaire shall be rated Cutoff in a photometric test report that includes any tilt or other non-level mounting condition of the installed luminaire.

Local

City of Thousand Oaks General Plan 2045

The City of Thousand Oaks General Plan 2045 (General Plan) was last revised in 2023. The current General Plan contains goals to ensure the visual quality of the City and the region is maintained and improved. Similarly, the supporting

policies specify how those goals will be met. General Plan Land Use Element policies that apply to aesthetics and visual resources include the following:

Citywide Urban Structure and Pattern of Development

- **Goal LU-1:** Create a land use pattern of development that preserves existing neighborhoods while providing opportunities for targeted infill projects in strategic locations to enhance the quality of life, preserve the natural environment, and ensure the long-term fiscal viability of Thousand Oaks.
    - **Policy 1.3: Balance Character and Infill.** Maintain community character while promoting infill development that brings needed housing, amenities, and jobs to the City.
    - **Policy 1.4: Infill Locations.** Focus most new development in areas identified in the "Areas-Specific Guidance."
    - **Policy 1.6: Non-residential Transitions**. Require transitions in building height, massing, and character for new buildings in mixed use, commercial, and industrial areas that are immediately adjacent to single-family residential areas. These transitions may include a combination of vegetation, berms, building setbacks, upper story setbacks, and a decrease in building height.

Residential Neighborhoods

- **Goal LU-2:** Preserve and enhance existing neighborhoods throughout the City.
    - **Policy 2.4: Building Additions.** Building additions and expansions should use matching materials to ensure compatibility with the existing character of the neighborhood.

Mixed-Use Areas

- **Goal LU-5:** Enhance quality of life, enable active modes of transportation, and provide housing opportunities with vibrant mixed-use areas.
    - **Policy 5.1: Mixed-Use Development. Actively encourage vertical or horizontal mixed-use development projects, especially in areas with underperforming retail and service uses.**

Community Design and Public Realm

- **Goal LU-8:** Support high-quality and visually interesting design and construction of all buildings throughout the City.
    - **Policy 8.1: Quality Design and Materials.** Require simple, urban building forms made with permanent, high-quality materials and architectural detailing.
    - **Policy 8.5: Iconic Design.** Encourage iconic and memorable building designs, particularly on larger properties and those visible from major thoroughfares, including Highway 101.
    - **Policy 8.8: Design of mixed-use, commercial, office and industrial areas.** Design areas to be more urban in character by amending the zoning regulations, including but not limited to the following: Buildings sited near front lot lines by establishing maximum setbacks; A high percentage of lot coverage; Building facades with transparency (e.g., windows) and an active street frontage; Parking and loading areas located behind or on the side of buildings; Wide sidewalks with landscaping; New street connections to create more walkable blocks.

- **Goal LU-9:** Design public streets and other spaces for pedestrians and that foster interaction, activity, and safety.
    - **Policy 9.5: Lighting.** Require that all new streetlights along sidewalks and other pedestrian rights of way in commercial, multi-family, and mixed-use areas to be pedestrian-scaled and provide adequate visibility and security.

- **Goal LU-10:** Preserve views of the mountains and ridgelines and unique entryways to Thousand Oaks.
    - **Policy 10.1: Public view corridors.** Reaffirm and update adopted view sheds protection within the Ridgeline Study. Promote development practices that enhance and frame views of the mountains and ridgelines from view corridors along public rights of ways.

General Plan Conservation Element policies that apply to aesthetics and visual resources include the following:

Scenic Resources and Landforms

- **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 1.5: Freeway corridors**. Ensure that development occurring in the view corridors of the Highway 101 and State Route 23 conforms to the Freeway Corridor Design Guidelines.

- **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.

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.

General Plan Parks and Open Space Element policies that apply to aesthetics and visual resources include the following:

Open Space

- **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.

City of Thousand Oaks Municipal Code

The Municipal Code is the primary implementing tool for the General Plan and contains standards and regulations that help shape the form and character of the city. Title 8, Chapter 1, Building Code, adopts the 2025 California Building Code, as amended.

Section 8-11.01, Hours for Construction Activities

Section 8-11.01, Construction activities restricted to certain hours, of the Municipal Code states the following:

> It shall be unlawful for any person to engage in or conduct any activity in the construction of any building or structure, the moving of earth, or the laying of any pavement, including, but not limited to, the making of any excavation, clearing or grading of surface land, and loading or unloading material, equipment, or supplies, except between the hours of 7:00 a.m. and 7:00 a.m., Monday through Saturday, unless a permit for each work at different hours or days has first been issued by the Public Works Director.

Title 9, Chapter 4 of the Municipal Code is the Zoning Code. The following Articles of the Zoning Code contain regulations that pertain to the maintenance of the aesthetic quality of the City.

Sign Regulations (Article 23)

The Municipal Code sign regulations ensure proper expression through visual communications involving signs that are compatible with the character and environment of this community; standards are provided for directional signs, illuminated signs, monument signs, wayfinding signs, signs on buildings, signs along scenic highways, etc.

(Article 23) Section 9-4.2405, General Design Standards of Parking Areas

TOMC Section 9-4.2405(b) provides specific standards for lighting in parking areas, including standards for pole-mounted lighting design, height, and location.

Oak Tree Preservation and Protection (Article 42)

The purpose of the Oak Tree Preservation and Protection Ordinance (Municipal Code, Article 42) is to protect and preserve any oak tree regardless of size including, but not limited to, the following: coast live oak, scrub oak, and valley oak. The Ordinance requires that the owner of any property that contains oak trees must maintain all trees in a state of good health, as outlined by the Oak Tree Preservation and Protection Guidelines. A Protected Tree Permit is required for any person to cut, remove, or relocate any species of oak tree, whether native or not, on any public or private property in the City.

Landmark Tree Preservation and Protection (Article 43)

“Landmark trees” are those that, due to their size, age, or irreplaceable value, need to be preserved. The purpose of this Ordinance is to protect and preserve specimen trees of the following criteria:

- California sycamore which exceeds twelve inches in diameter when measured at a point of four and one-half feet above the natural grade at the base of the tree or diameter at standard height.
- California bay laurel which exceeds eight inches in diameter at standard height.
- Southern California black walnut which exceeds eight inches in diameter at standard height.
- California holly/Toyon which exceeds eight inches in diameter at standard height.

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 two inches of a single-trunked tree. Landmark trees shall also include all designated historic trees. A Protected Tree Permit must be issued by the City for any person to cut, remove or relocate any landmark tree on any public or private property in the City.

City of Thousand Oaks Civic Arts Plaza Specific Plan (SP-11)

The vision for the Downtown Core is to be a vibrant, inclusive, and connected community that prioritizes walkability and fosters a strong sense of place. The City is committed to enhancing accessibility and creating flexible, welcoming public spaces that reflect the diversity, demographics, and character of the community. The objectives of SP-11 that are applicable to the project include:

- **Objective 1.4:** Renovate and rehabilitate the existing City Hall administrative offices in a manner that facilitates improved City service delivery, public wayfinding, governmental transparency and accessibility, and encourages public participation in civic life.
- **Objective 3.1:** Provide a grand staircase to link Thousand Oaks Boulevard to Kavli Theatre and create a prominent physical and visual gateway to the Civic Arts Plaza.
- **Objective 4.1:** Preserve and celebrate existing mature protected trees on site to the extent feasible in key public areas of the program.
- **Objective 4.2:** Achieve design excellence and the creation of a unique sense of place by blending local history and landscape with a future-forward vision of Thousand Oaks consistent with the applicable design guidelines.

Additionally, as the project site is located within Subareas B, C, and E of SP-11, the proposed project would be subject to the development standards listed in Chapter 2.E of the Specific Plan.

Architectural Design Review Guidelines for Commercial Projects

The Thousand Oaks City Council adopted the City's Commercial Design Guidelines in 2005. These guidelines contain a clear statement of community expectations that assist property and business owners in understanding City and commercial development features that define the overall ambience of Thousand Oaks. City staff, the Development Review Committee, Planning Commission, and the City Council use the guidelines to evaluate changes to existing properties and to consider the effects of new construction. The guidelines address site planning, building design, signs, landscape design, walls and fences, lighting, and accessory architectural features.

Architectural Design Review Guidelines for Residential, Industrial, and Institutional Projects

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.

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

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

Grading Adjacent to Streets and Highways (Resolution No. 79-270)

Pursuant to this Resolution, the City adopted guidelines and standards for grading and building adjacent to streets and highways related to cut or fill slope, building setbacks, and maintaining scenic vistas.

Freeway Corridor Design Guidelines

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."

5.1.3 Impact Thresholds and Significance Criteria

CEQA Significance Criteria

Appendix G of the CEQA Guidelines was used to provide the thresholds of significance for evaluating impacts associated with the proposed project. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Have a substantial adverse effect on a scenic vista (refer to Impact Statement AES-1);

b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway (refer to Impact Statement AES-2);

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? (refer to Impact Statement AES-3); and/or

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area (refer to Impact Statement AES-4).

Based on the aforementioned standards and/or criteria, the effects of the proposed project have been categorized as one of the two following levels of significance: 1) "less than significant impact"; or 2) "significant and unavoidable impact." If a potentially significant impact cannot be reduced to a less than significant level through the incorporation of mitigation measures, the impact is classified as a significant and unavoidable impact for the purposes of CEQA.

5.1.4 Impacts and Mitigation Measures

The proposed project involves two components: (1) development of two mixed-use buildings, a hotel, a park, a restaurant, associated infrastructure, hardscape, landscaping, and site improvements (herein referenced as the "development component"), and (2) development of a bandshell and associated amphitheatre, the adaptive reuse of the existing Civic Arts Plaza, and the temporary relocation of City staff and in-person public services associated with the existing City Hall to off-site location(s) within existing permitted office space within City boundaries (herein referenced as the "adaptive reuse, outdoor amphitheatre, and temporary relocation components"). An evaluation of the CEQA thresholds follows.

Scenic Vistas

Impact AES-1	**The proposed project would not have a substantial adverse impact on a scenic vista.**

Impact Analysis

Project-Level Analysis

For the purposes of this analysis, a scenic vista is defined as a view from a public place (roadway, designated scenic viewing spot, etc.) that is expansive and considered locally important. A scenic vista can be obtained from an elevated position (such as from the top of a hillside) or seen from a roadway with a longer-range view of the landscape.

Although the City of Thousand Oaks General Plan does not specifically identify protected scenic vistas within the City, the General Plan identifies the landforms and natural features within and visible from the City as scenic resources, including the Santa Monica Mountains (Conejo Ridge Open Space) to the south and west of the project site and the Simi Hills to the north and east of the project site. The project site does not consist of open space that is protected for its biological or scenic resources, and the proposed project would not be constructed on a ridgeline or sloping terrain.

Exhibits 5.1-4 through 5.1-13, Key View(s) Before and After Project Implementation, depict the same key views presented in Section 5.1.1, Existing Conditions, along with project renderings from the same vantage points. Although, based on their locations, the public vantage points represented by each "Key View" could have the potential for views of surrounding open space and natural resources that are considered valued scenic resources, including the hilly terrain, vegetation, trees, and rugged ridgelines within the Conejo Ridge Open Space, Simi Hills, and the more distant Santa Monica Mountains, Key Views 1, 2, 5, 7, and 8 do not offer expansive views of scenic resources and therefore do not provide scenic vistas.

Project implementation would include the redevelopment and adaptive reuse of the CAP (Building C1), and development of five new built features – a 33-foot, 8-inch tall, two-story, 6,725-square-foot restaurant (Building B1) and two-acre park (Carpenter Park); a bandshell (Building B2) consisting of a single-story, 21-foot, 7-inch-tall structure, with an 877-square-foot covered unenclosed stage, with terraced seating and platformed decking to provide amphitheatre-style seating; a seven-story, 92-foot-tall, 142-room hotel with a gross area of 122,873 square feet (Building E1); a 92.5-foot-tall, 161-unit mixed-use building, totaling approximately 257,034 square feet (Building E2); and a four-story, 63-foot-tall, 79-unit mixed-use complex totaling approximately 108,386 total gross square feet (Building E3).

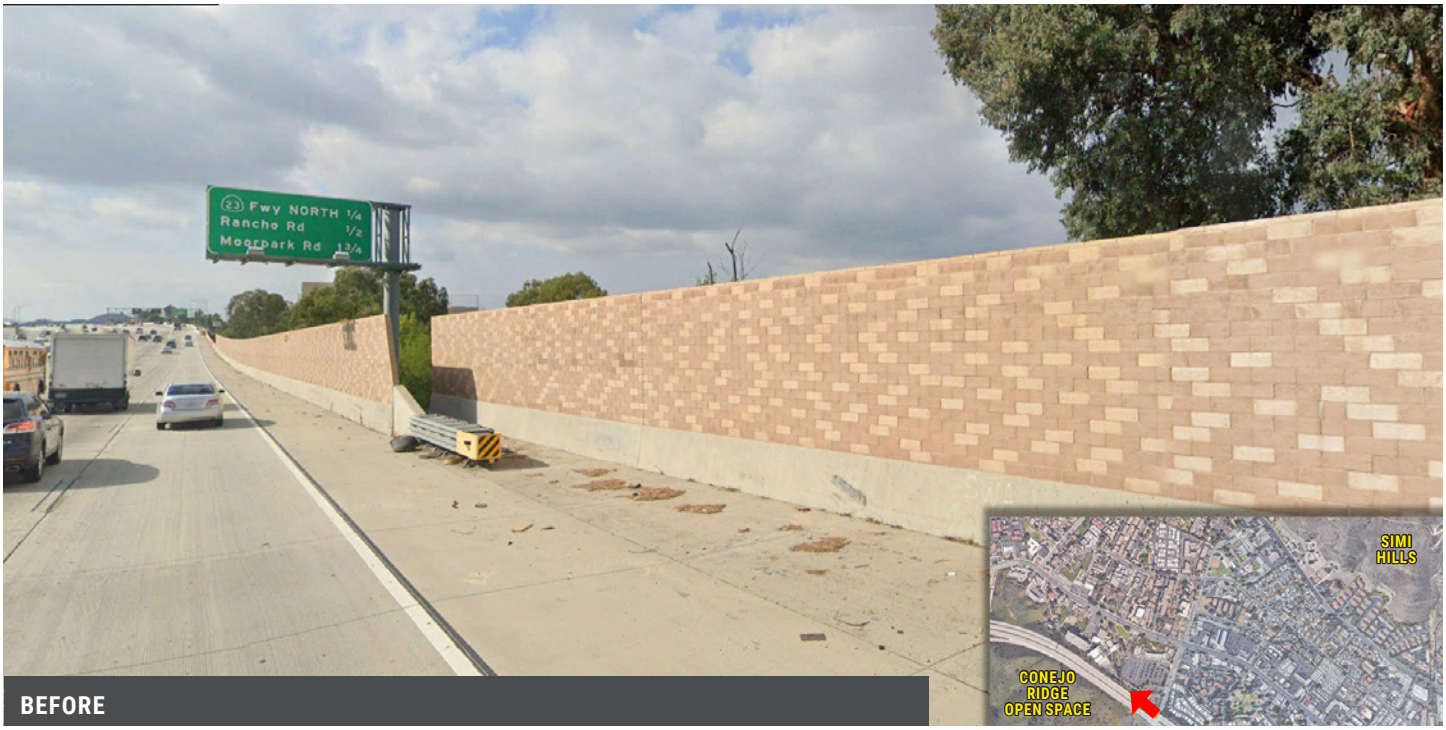
Construction

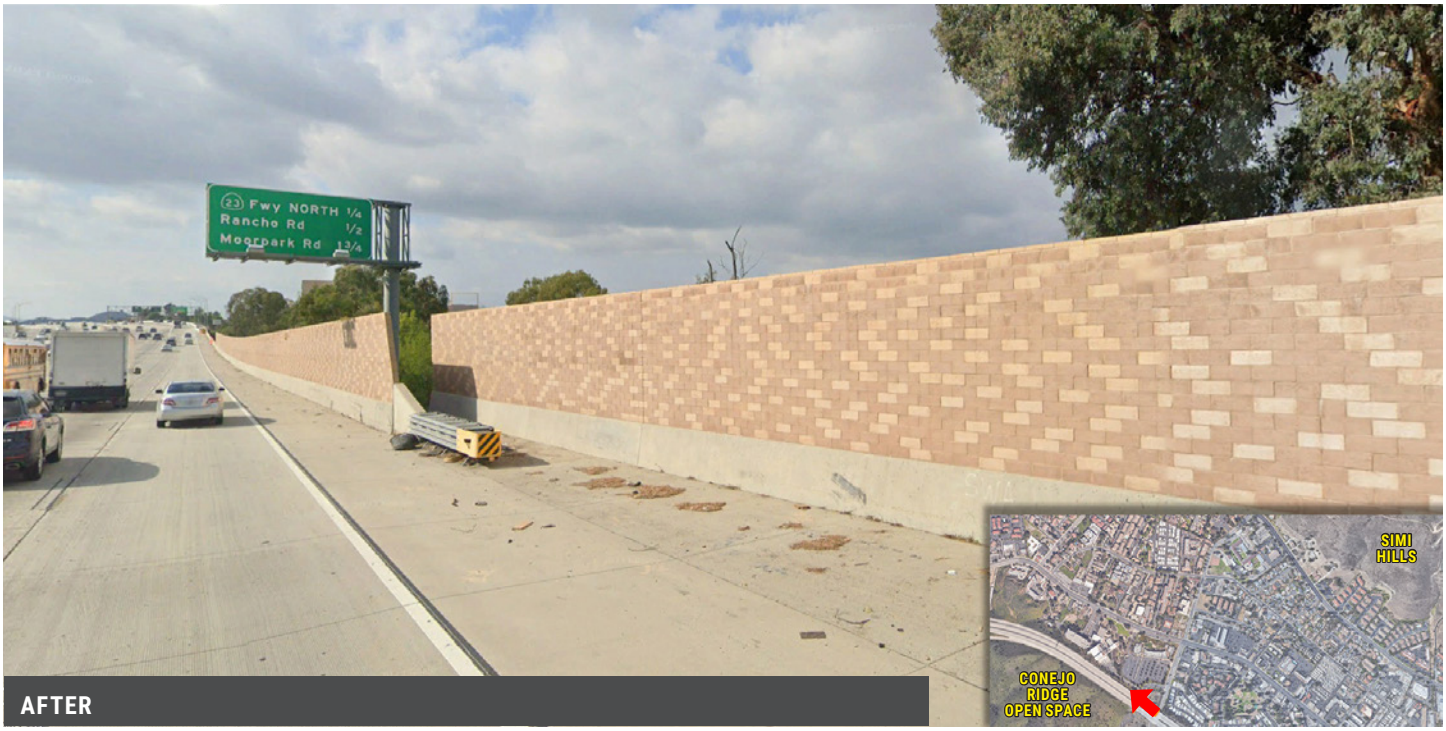
The presence of construction equipment and materials would be visible from publicly accessible areas at the ground level, but would be temporary and would not permanently affect the limited views of the Santa Monica Mountains (Conejo Ridge Open Space) or Simi Hills from the project site, or from public vantage points, which include the project site. Additionally, the temporary off-site areas proposed for parking and laydown storage during construction are neither visible from public vantage points providing scenic vistas, due to existing topography, distance, development and vegetation, nor would the temporary parking of vehicles on the existing parking lots introduce any new or different impacts than the existing, ongoing uses. Impacts on scenic vistas would be less than significant.

Operations

The proposed project would be constructed in an area with existing development. The project design would be consistent with policies and design guidelines described in Section 5.1.2, Regulatory Setting. These include regulations that minimize aesthetic impacts as a result of site planning, building design, signs, landscape design, walls and fences, lighting, and accessory architectural features. Exhibits 5.1-4 through 5.1-13, Key View(s) Before and After Project Implementation, depict the same key views presented in Section 5.1.1, Existing Conditions, along with project renderings from the same vantage points.

- **Northbound and Southbound Views along Highway 101.** As discussed in Section 5.1.1, existing Buildings C1 and C2 are adjacent to Highway 101, and the top-most features of these buildings are visible to motorists traveling in either direction along the corridor. Based on the proposed heights of the improvements to these buildings compared to their existing heights, scenic vistas available from Highway 101 within the project area that are already interrupted by Buildings C1 or C2, would not change (see Exhibit 5.1-6, Key View 3). Due to project implementation, the new Building E2 would be partially visible to motorists traveling in either direction





DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

Key View 1 Before and After Project Implementation

CSG CONSULTANTS

NOT TO SCALE

01/2026

Exhibit 5.1-4

INTENTIONALLY LEFT BLANK





DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

Key View 2 Before and After Project Implementation

CSG CONSULTANTS

NOT TO SCALE

01/2026

Exhibit 5.1-5

INTENTIONALLY LEFT BLANK





DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

Key View 3 Before and After Project Implementation

CSG CONSULTANTS

NOT TO SCALE

01/2026

Exhibit 5.1-6

INTENTIONALLY LEFT BLANK





DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

Key View 4 Before and After Project Implementation

CSG CONSULTANTS

NOT TO SCALE

01/2026

Exhibit 5.1-7

INTENTIONALLY LEFT BLANK





DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

Key View 5 Before and After Project Implementation

CSG CONSULTANTS

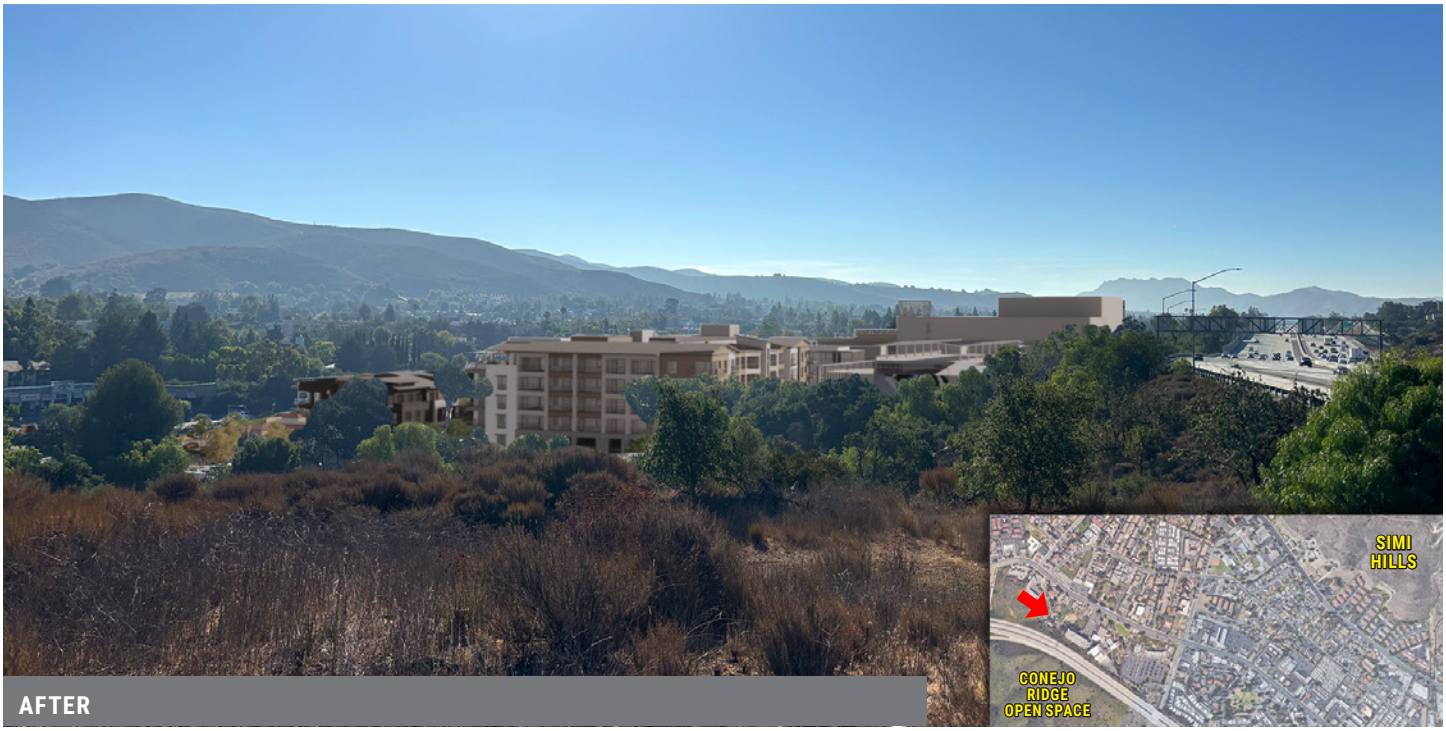
NOT TO SCALE

01/2026

Exhibit 5.1-8

INTENTIONALLY LEFT BLANK





DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

Key View 6 Before and After Project Implementation

CSG CONSULTANTS

NOT TO SCALE

01/2026

Exhibit 5.1-9

INTENTIONALLY LEFT BLANK





DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

Key View 7 Before and After Project Implementation

CSG CONSULTANTS

NOT TO SCALE

01/2026

Exhibit 5.1-10

INTENTIONALLY LEFT BLANK





DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

Key View 8 Before and After Project Implementation

CSG CONSULTANTS

NOT TO SCALE

01/2026

Exhibit 5.1-11

INTENTIONALLY LEFT BLANK





DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

Key View 9 Before and After Project Implementation

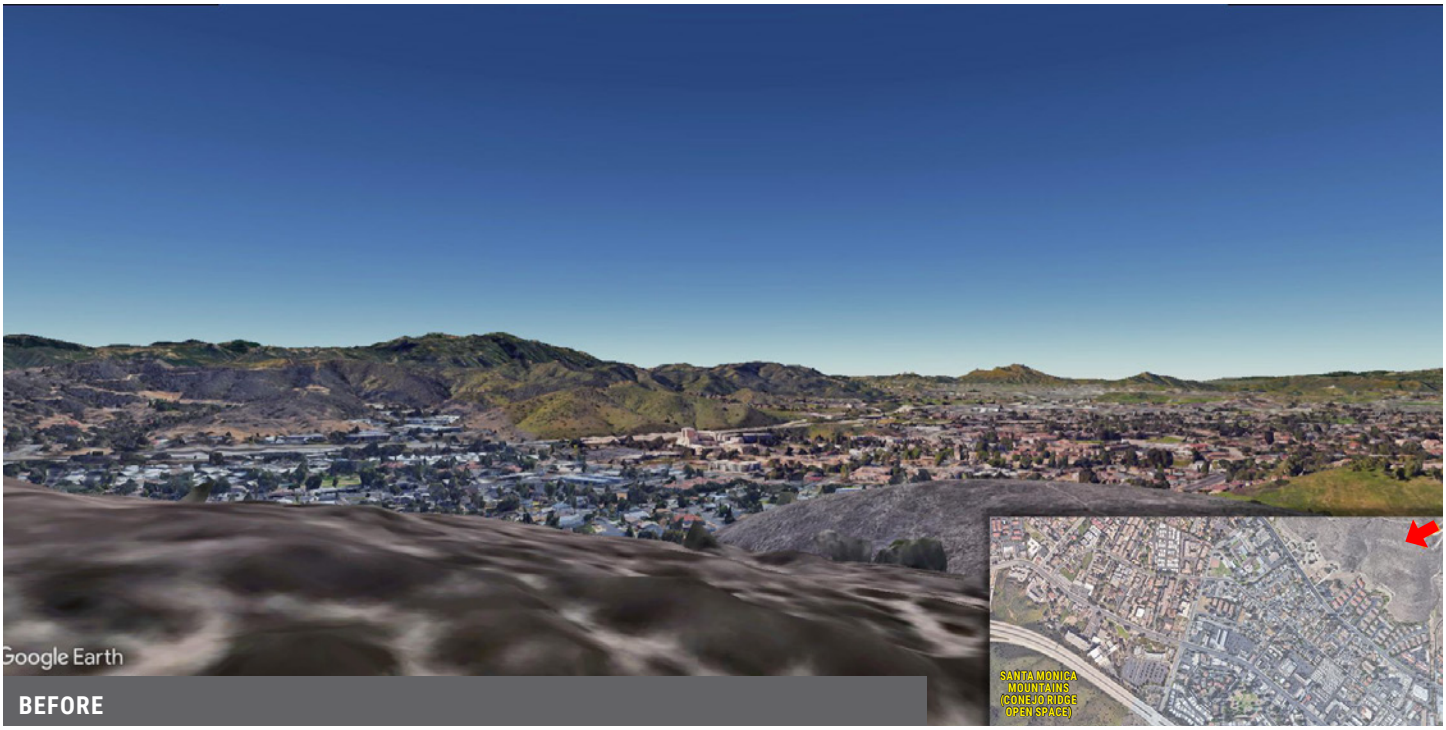
CSG CONSULTANTS

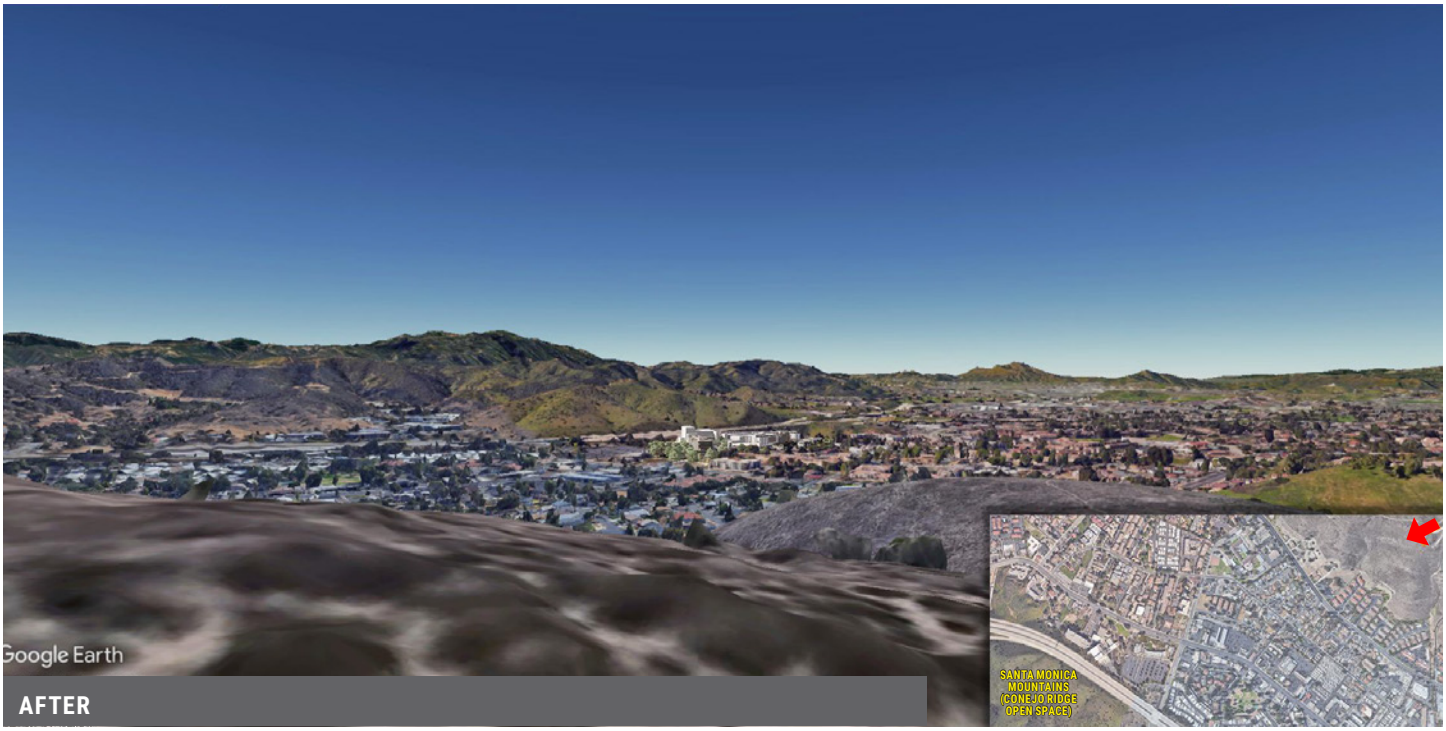
NOT TO SCALE

01/2026

Exhibit 5.1-12

INTENTIONALLY LEFT BLANK





DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

Key View 10 Before and After Project Implementation

CSG CONSULTANTS

NOT TO SCALE

01/2026

Exhibit 5.1-13

INTENTIONALLY LEFT BLANK

along Highway 101, as seen in Exhibit 5.1-7, Key View 4. However, based on the proposed height of Building E2 and the existing slope of the site, views would be limited to the top-most portion of Building E2 and would remain similar to existing views. As such, project implementation would result in only minor changes to scenic vistas available from Highway 101, a public roadway. Further, as shown in Exhibits 5.1-4 (Key View 1), 5.1-5 (Key View 2), and 5.1-8 (Key View 5), views of the project site from Highway 101 would be unchanged. Impacts would be less than significant.

- **South-facing Views from Adjacent Hilltop.** As shown in Exhibit 5.1-9, project implementation would create a noticeable change in Key View 6 by developing structures on portions of the project site that are currently undeveloped. However, based on existing topography, the project would not further obstruct scenic vistas of distant ridgelines from this public vantage point, compared to existing conditions. Impacts would be less than significant.
- **Eastbound and Westbound Views along East Thousand Oaks Boulevard.** Buildings B1 and B2 would be constructed adjacent to The Lakes development located to the east. Building E1 would be developed in the center of the project site, Building E2 would be constructed adjacent to the western project site boundary along West Road, and Building E3 would front East Thousand Oaks Boulevard. Improvements to Buildings C1 and C2 would be visible from East Thousand Oaks Boulevard, similar to existing conditions. As shown in Exhibit 5.1-12 (Key View 9), while development of the new structures would change views of the project site from public vantage points along East Thousand Oaks Boulevard, these structures would not further obstruct scenic vistas of the Conejo Ridge Open Space compared to existing conditions.
- **Westward Views from Hillcrest Open Space Preserve.** As shown in Exhibit 5.1-13, due to the low-lying, built-out character of the valley, development of the site under the proposed project would not significantly change views of the project site or surrounding natural landscape from Key View 10.

Therefore, the proposed project would have less than significant impacts on scenic resources.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. The exhibits used in the analysis above include development of both the adaptive reuse and outdoor amphitheatre components. As such, impacts of the adaptive reuse and outdoor amphitheatre components would be less than significant.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that are located in the vicinity of other scenic resources. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts on scenic resources.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

State Scenic Highways

Impact AES-2	**The proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway.**

Impact Analysis

Project-Level Analysis

There are no officially designated State scenic highways in the project area; however, there is one eligible State scenic highway, Highway 101, which is adjacent to the project site. The following analysis considers whether or not the proposed project would affect the eligibility of this highway for listing as a designated State scenic highway. As detailed under Impact Statement AES-1, while Buildings C1 and C2 are adjacent to Highway 101, the existing heights of Buildings C1 and C2 as well as the existing slope of the project site would make it unlikely that motorists along Highway 101 would be exposed to views of construction equipment that could block existing views of scenic resources. Additionally, the temporary off-site areas proposed for parking and laydown storage during construction are not visible from Highway 101 due to existing topography, distance, development, and vegetation. Short-term impacts would be less than significant.

For long-term operational impacts, as discussed in Section 5.1.1, portions of the existing Buildings C1 and C2 are adjacent to Highway 101, and the top-most features of these buildings are visible to motorists traveling in either direction along the corridor. Based on the proposed heights of the improvements to these buildings, compared to their existing heights, views of Buildings C1 and C2 from Highway 101 would not change. Due to project implementation, the new Building E2 would be partially visible to motorists traveling in either direction along Highway 101. However, based on the proposed height of Building E2, and considering the existing slope of the project site, views would be limited to the top-most portion of Building E2, similar to existing views. As such, project implementation would result in minor changes to Key Views 1 through 5, and the project would not further obstruct views of the Simi Hills, a scenic resource. Further, as shown in Exhibits 5.1-4, 5.1-5, and 5.1-8, views of the remainder of the project site from Highway 101 would be unchanged. As such, the project's visual changes along Highway 101 would be nominal, and the project would not affect the eligibility of this highway for listing as a designated State scenic highway. Impacts would be less than significant.

The proposed project would be subject to the Freeway Corridor Design Guidelines, which were adopted by the City Council as part of Resolution No. 91-172, and include guidelines for site planning, architectural design, walls, and landscape planting. Compliance with these guidelines is analyzed in Section 5.10, Land Use and Planning. Additionally, as detailed under Impact Statement AES-1, the proposed project would result in minor changes to Key Views 1 through 5 along Highway 101 as the existing CAP already obstructs views of the Simi Hills and Santa Monica Mountains; refer to Exhibits 5.1-6 and 5.1-7. As depicted therein, project implementation would not further obstruct views of the natural landscape, compared to existing conditions. Further, while the proposed project would require the removal, relocation, and encroachment into the protected zone of some protected and landmark trees on-site, these trees would not be visible from Highway 101. Following consistency with the guidelines of Resolution No. 91-172, the proposed project would not substantially change views along Highway 101, and impacts would be less than significant.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. As such, impacts of the adaptive reuse and outdoor amphitheatre components would be less than significant.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that are located in the vicinity of other freeway corridors. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts on State scenic highways.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Consistency with Scenic Quality Regulations and Visual Character

Impact AES-3	**The proposed project would not, in urbanized areas, conflict with applicable zoning and other regulations governing scenic quality.**

Impact Analysis

Project-Level Analysis

For purposes of CEQA, an "urbanized area" is defined by Public Resources Code Section 21071 as an incorporated city with a population of at least 100,000 persons (or a population of at least 100,000 persons when combined with not more than two contiguous incorporated cities), or an unincorporated area completely surrounded by incorporated cities and with a total population of more than 100,000 persons. The project site is located in the City of Thousand Oaks, which, as of 2025, has a population of approximately 122,468 persons.[4] Thus, for the purposes of this threshold, the project's potential to conflict with applicable zoning and other regulations governing scenic quality is evaluated.

The project site is developed and surrounded by urbanized uses. Development of the proposed project would maintain the compatibility, character, and visual quality of the project site within the Downtown Core by redeveloping and adaptively reusing the existing CAP (Building C1) and developing five new built features (i.e., a restaurant and park complex, a bandshell/amphitheatre, a hotel, and two mixed-use complexes, referred to as Buildings B1, B2, E1, E2, and E3, respectively).

Proposed improvements to Building C1 (the existing CAP) would create a more vibrant, arts-focused civic space with improved public access and wayfinding. The reconstructed single-level Kavli Terrace would be accessible via a grand staircase and a public elevator tower from East Main Street and the walkway from the existing parking garage. City Hall administrative offices would "bookend" other uses within the structure by being placed in east and west wings, and a public-facing City Services lobby would be introduced. The base of the building beneath Kavli Terrace would be transparent in design and utilize art-driven programs to activate the park edge, such as a multi-purpose performance venue, a public market/food hall, and art incubator spaces. These functions would be framed by a highly-glazed façade and anchored by scored precast concrete panels, giving the building a grounded, tactile base. On the ground level of the existing west wing, the existing northern façade would be removed and replaced with glass to open new views into the park and improve natural daylighting deep into the building. The maximum height of the newly constructed portions of Building C1, from the ground level, would be five stories, or 80 feet.

The proposed public park (Carpenter Park) would include architectural treatments that highlight the mature oak trees on-site. Raised decks built from sustainable wood, erected on platforms to protect tree roots, would provide event seating throughout the park, and an additional event platform wrapped around a large Valley oak would provide space for special events and community markets. Play areas would include a 750-square-foot interactive splash pad with a community-designed mosaic surface, as well as a 2,743-square-foot play structure with climbing zones and swings. The park would also feature a custom-designed artistic steel structure, offering shade and a focal point of the park visible from Thousand Oaks Boulevard; a 7,220-square-foot grassy area for picnics and events; and curved concrete and stone walls with integrated lighting, connecting the lawn to surrounding areas. Building B1 would feature a two-story restaurant with an enclosed patio overlooking the proposed splash pad. Materials would include concrete, steel, glass,

[4] State of California Department of Finance. *E-1 Population and Housing Estimates for Cities, Counties, and the State – January 1, 2024 and 2025.* May 2025. https://dof.ca.gov/media/docs/forecasting/Demographics/estimates-e1/E-1_2025_InternetVersion.xlsx. Accessed December 15, 2025.

wood, and tile. The design of Carpenter Park incorporates hardscape, water features, landscape vegetation, functional turf areas, shade structures, play structures, public art, and seating areas, and is designed to reflect the natural features and topography of the project site while preserving existing mature oak trees.

The amphitheatre would be located in the southeast corner of the project site, surrounded by mature oak and sycamore trees between Building C1 and The Lakes property. Art installations, interpretive exhibits, and interactive sculptures are proposed to enhance the space. Building B2 would be a single-story, 21-foot, 7-inch-tall structure, with an 877-square-foot covered unenclosed stage, and a 538-square-foot restroom, changing room, and storage area. The building materials are proposed to include concrete, steel, wood, and/or composite wood trellising, perforated metal, and other accent materials. The stage canopy is intended to function as a non-roofed trellis structure to allow natural light to permeate through. The frontage to the bandshell stage is planned to include a level 1,100-square-foot paved area and a 6,700-square-foot lawn, with terraced seat walls for elevated views. Around the lawn, 3,446 square feet of platform decking would be constructed near the existing valley oaks, providing a flexible area for tables, chairs, and benches under the many existing oak and sycamore trees. The area is intended to be flexible to accommodate events and performances, as well as function as a passive and reflective area among the existing mature trees on most days of the week.

Building E1 is a proposed 142-room hotel with a gross area of 122,873 square feet and a maximum height of seven stories, or 92 feet, located in the center of the project site. The northern elevation would serve as the hotel's main entrance, where the façade of the first two stories would be glass; intermittent slabs of rammed earth and a long balcony on the second level would provide variation in the massing for these first two stories. Upper levels would appear more uniform, where hotel rooms would be separated by wood slat siding, and windows would be framed in dark bronze aluminum. The hotel's ground-floor outdoor seating patio and seventh-floor rooftop bar would be visible from the northern elevation as well. The building's height variations would be more apparent from the eastern and western elevations, where the façades would each feature limestone veneer, gray concrete, and colorful murals. The hotel's second-level outdoor pool deck would be visible from the eastern elevation as well. All rooftop mechanical equipment would be screened. An exterior pedestrian bridge would connect the hotel to Building C2 and to West Main Street. Overall, the hotel would be designed to harmonize the unique styles of the proposed structures surrounding it on-site, while appearing inviting to guests and viewers from East Thousand Oaks Boulevard.

Mixed-use Building E2 is proposed as a seven-story, 92-foot, 6-inch tall, 161-unit building, totaling approximately 257,034 square feet. Due to the topography of the project site, the building would appear as a six-story building from the north along West Main Street. The building is generally designed as a modified U-shape built atop a podium parking deck, where the podium deck serves as a common outdoor courtyard level for residents, with views oriented toward the north to public areas along West Main Street. The top floor of Building E2 is set back to reduce apparent massing and create additional rooftop amenity spaces with views of the hillsides to the north. The orientation of the courtyard deck toward West Main Street also breaks the massing of the building into two primary components, each with unique but complementary architectural treatments. Primary exterior building materials would include plaster, vertical composite wood siding, masonry, decorative tile, and board form concrete in a lighter, more neutral color scheme. Mixed-use Buildings E3 is a proposed four-story, 63-foot-tall, 79-unit mixed-use building totaling approximately 108,386 gross square feet. The above-grade structure is broken up into three distinct building elements (E3.1, E3.2, and E3.3), which would appear as separate buildings at the ground level but would be connected via a subterranean parking structure. Subcomponents E3.1 and E3.2 are designed to have a distinct material palette from part E3.3, which serves to provide variation along Thousand Oaks Boulevard. Parts E3.1 and E3.2 utilize neutral plaster tones, vertical wood siding, rich brick tones, decorative tile, and board-formed concrete. Part E3.3 utilizes lighter brick tones, horizontal wood siding, and painted vertical wood siding. The overall palette is a darker, richer tone than Building E2, with a more industrial look. Both buildings E2 and E3 rely in abrupt variations in materials and colors within the same façade as well as balconies to break up building massing.

Overall, the design of the proposed project would generally adhere to the architectural principles of Southern California regional modernism and mid-century modernism. The project intends to create a space that position's the project site as the premier destination for civic, cultural, and entertainment uses; renovate and rehabilitate the existing City Hall administrative offices in a manner that facilitates public wayfinding and encourages public participation in civic life; incentivize alternative modes of travel by providing pedestrian-focused street design and including active ground-floor commercial or entertainment uses in all structures; and position new development to screen the existing parking garage from view from Thousand Oaks Boulevard and neighboring properties. Across the project site, a cohesive plant palette of grasses, succulents, and native species would span 26,807 square feet. Additional trees would enhance the property's natural features, while select street trees are chosen for their ability to thrive in the narrower spaces between buildings, and trees in planters and tree grates would create shade along pedestrian facilities. The pedestrian-oriented project would feature walkways, paseos, promenades, shade structures, public art, seat walls, benches, and public spaces for events such as farmers' markets. The proposed project's lighting design and impacts related to light and glare are discussed below under Impact Statement AES-4.

As an infill development project located within the City's Downtown Core and generally within the boundaries of SP-11, the project as proposed, including the proposed General Plan Amendment to change Subarea E from the Institutional land use designation to the Mixed-Use land use designation and to adjust language to allow an exception to the height maximum required in the Mixed-Use land use designation, the project would be required to comply with all applicable design standards, including standards in SP-11, as amended, and, where silent, standards in the City's Design Guidelines, Municipal Code Title 9 regulations, and Freeway Corridor Design Guidelines. Additionally, as detailed in Table 5.1-1, Consistency with the General Plan Policies that Govern Scenic Quality, and Table 5.1-2, Consistency with SP-11 Policies that Govern Scenic Quality, following implementation of the Tree Protection Plan that was prepared for the project (Mitigation Measure MM BIO-4), the proposed project would be consistent with the City's goals and policies governing scenic quality, and impacts in this regard would be less than significant with mitigation incorporated. Refer to Section 5.10, Land Use and Planning, and Appendix L, General Plan Consistency Checklists, for a comprehensive analysis of the applicable General Plan and SP-11 goals, policies, and development standards.

Table 5.1-1
Consistency with the General Plan Policies that Govern Scenic Quality

Policy	Consistency Analysis
Land Use Element	
Policy 1.3: Balance Character and Infill. Maintain community character while promoting infill development that brings needed housing, amenities, and jobs to the City.	**Consistent**. The project would provide improvements to the existing CAP and parking structure on-site, as well as develop new mixed-use (commercial/residential), hotel, restaurant, and recreational uses. The project would be designed at the pedestrian level to promote walkability and promote the site as a cultural hub within the City's Downtown Core. Both building and landscape architecture would celebrate existing protected oak trees on-site and integrate these trees into the site design. The architectural style would blend with the surrounding neighborhood colors and textures while maintaining the regional modern/mid-century modernism principles.
Policy 1.6: Non-residential Transitions. Require transitions in building height, massing, and character for new buildings in mixed use, commercial, and industrial areas that are immediately adjacent to single-family residential areas. These transitions may include a combination of vegetation, berms, building setbacks, upper story setbacks, and a decrease in building height.	**Consistent**. Building E2, which would be constructed adjacent to existing single-family residences to the west of the project site, would be set back to reduce apparent massing. The orientation of the courtyard deck toward West Main Street also breaks the massing of the building into two primary components, each with unique but complementary architectural treatments.
Policy 2.4: Building Additions. Building additions and expansions should use matching materials to ensure compatibility with the existing character of the neighborhood.	**Consistent**. Building C1 (existing CAP) would be improved with concrete and wood in neutral tones, and screened with an aluminum sunscreen system and plants along the building's exterior. Colors and textures would be similar to the existing building, and would be consistent with the other proposed structures on-site. Additionally, the building would be framed by a highly-glazed façade and anchored by scored precast concrete panels, giving the building a grounded, tactile base.
Policy 5.1: Mixed-Use Development. Actively encourage vertical or horizontal mixed-use development projects, especially in areas with underperforming retail and service uses.	**Consistent**. The project proposes mixed-use buildings E2 and E3, which would each provide ground-floor commercial uses. A paseo with street furnishings would activate these storefronts, promote pedestrian activity, and connect these buildings to East Thousand Oaks Boulevard and West Main Street. In general, the proposed project supports both vertical and horizontal mixed-use development in the Downtown Core.

Policy	Consistency Analysis
Policy 7.3: Retail Connectivity to Neighborhoods. Support retail development that incorporates pedestrian connectivity to surrounding neighborhoods.	**Consistent**. Within Building C1, the northern façade on the ground level of the existing west wing would be removed and replaced with glass to open new views into the park, providing more pedestrian visibility to Building C1. The ground floor would host retail/cafe uses at the pedestrian level. Within Building E2, pedestrian access to the podium structure and ground-floor commercial spaces would be provided from West Main Street. Within Building E3, pedestrian access to the retail and commercial spaces would be located on all sides of the building, including access off of West Main Street, the paseo between parts E3.1 and E3.2, Thousand Oaks Boulevard, and Dallas Drive, as well as the east side of the structure adjacent to the public park. The proposed pedestrian system includes an overall promenade that connects to Lakes Drive.
Policy 8.1: Quality Design and Materials. Require simple, urban building forms made with permanent, high-quality materials and architectural detailing.	**Consistent**. Overall, the design of the project would adhere generally to the architectural principles of Southern California regional modernism and mid-century modernism. Building materials would include concrete, steel, glass, wood, ground-faced masonry, stone, plaster, decorative tile, brick, metal screening, community-designed mosaic, and public art features, in mostly neutral tones with the exception of the tiles, mosaics, and art. Live plants would also be incorporated into exterior building design.
Policy 8.5: Iconic Design. Encourage iconic and memorable building designs, particularly on larger properties and those visible from major thoroughfares, including Highway 101.	**Consistent**. The proposed project would develop new, large-scale modern/post-modern structures on a partially developed site, within a neighborhood generally consisting of stucco buildings with red-tiled roofs. Proposed architectural elements would include a grand staircase and transparent ground floor (Building C1), a two-story restaurant with an enclosed patio (Building B1) and a custom-designed artistic steel structure (Carpenter Park), a bandshell (Building B2) and amphitheatre, a hotel with an exterior pedestrian bridge and rooftop bar (Building E1), a mixed-use building that incorporates setbacks to create additional indoor and outdoor rooftop amenity space with views of the hillsides and incorporates two different architectural treatments (Building E2), and a mixed-use building that appears as three structures but is actually one structure connected by a subterranean level (Building E3).
Policy 8.8: Design of mixed-use, commercial, office and industrial areas. Design areas to be more urban in character by amending the zoning regulations, including but not limited to the following: Buildings sited near front lot lines by establishing maximum setbacks; A high percentage of lot coverage; Building facades with transparency (e.g., windows) and an active street frontage; Parking and loading areas located behind or on the side of buildings; Wide sidewalks with landscaping; New street connections to create more walkable blocks.	**Consistent**. The project proposes its own set of development standards that would apply to the project site instead of the City's zoning regulations, which are going through a separate update by the City. The project embodies urban design principles such as near-street building placement (setback standards), high transparency (ground floor facade standards), screened parking (general parking screening standards), and walkable blocks.

Policy	Consistency Analysis
Policy 9.5: Lighting. Require that all new streetlights along sidewalks and other pedestrian rights of way in commercial, multi-family, and mixed-use areas to be pedestrian-scaled and provide adequate visibility and security.	**Consistent**. Any proposed streetlights along sidewalks and other pedestrian rights-of-ways would be designed to be pedestrian-scaled and provide adequate security, consistent with City requirements.
Policy 10.1: Public view corridors. Reaffirm and update adopted view sheds protection within the Ridgeline Study. Promote development practices that enhance and frame views of the mountains and ridgelines from view corridors along public rights of ways.	**Consistent**. The project does not propose development on any ridgeline area. Intermittent views of the Santa Monica Mountains (Conejo Ridge Open Space) to the south and west of the project site and intermittent views of the Simi Hills to the north and east of the project site are afforded to motorists and pedestrians from public vantage points in the project vicinity and along Highway 101. As detailed under Impact Statements AES-1 and AES-2, the proposed project would result in minor changes to Key Views 1 through 5 along Highway 101 as the existing CAP already obstructs the Simi Hills and Santa Monica Mountains; refer to Exhibits 5.1-6 and 5.1-7. As such, project implementation would not further obstruct views of scenic resources compared to existing conditions. Additionally, the project would be subject to the Freeway Corridor Design Guidelines, which were adopted by the City Council as part of Resolution No. 91-172, and include guidelines for site planning, architectural design, walls, and landscape planting.
Conservation Element	
Policy 1.2: Preservation of Natural Land Features. Preserve significant natural features including ridges, rock outcroppings, natural drainage courses, wetland and riparian areas, steep topography, important or landmark trees, and views.	**Consistent**. As detailed in Section 3.11, Discretionary Actions and Required Approvals, of this EIR, the project Applicant would obtain a Protected Tree Permit to allow for the removal of approximately 45 protected trees, and the encroachment into the protected zone of 39 trees. In addition to obtaining the required permits, the project proposes to plant trees to replace those removed at a three-to-one ratio resulting in a total of 159 trees, including 11 on-site replacement trees and 148 off-site replacement trees located within the City. As detailed in Section 5.3, Biological Resources, of this EIR, an Arborist Report was prepared for the project which includes a Tree Protection Plan. Mitigation Measure MM BIO-4 requires compliance with the Tree Protection Plan. Following adherence to Mitigation Measure BIO-4, the project would be consistent with the policies set forth in the General Plan Conservation Element.
Policy 3.1: Street Tree Plantings. Ensure the use of street tree plantings of appropriate species, scale and spacing in all new developments, in accordance with City tree standards.	
Policy 3.2: Tree Diversity. Maintain a diversity of species and ages of trees throughout the City in order to avoid potentially unhealthy monocultures.	
Policy 3.3: Tree Planting. Actively plant or replant trees in existing neighborhoods where trees are sparse or lacking.	
Policy 3.4: Tree Replanting. Enhance the community forest to a level of 25% canopy coverage by planting climate-appropriate street trees, including the City's legacy oak trees, in public spaces and corridors as described in the Forestry Master Plan.	
Policy 4.1: Protected Tree Preservation. Continue to implement the City's Oak Tree and Landmark Tree Ordinances per the municipal code and the Oak Tree Preservation and Protection Guidelines.	

Table 5.1-2
Consistency with SP-11 Policies that Govern Scenic Quality

Policy	Consistency Analysis
Objective 1.4: Renovate and rehabilitate the existing City Hall administrative offices in a manner that facilitates improved City service delivery, public wayfinding, governmental transparency and accessibility, and encourages public participation in civic life.	**Consistent**. Proposed improvements to Building C1 (the existing CAP) would create a more vibrant, arts-focused civic space with improved public access and wayfinding. The reconstructed single-level Kavli Terrace would be accessible via a grand staircase and a public elevator tower from East Main Street and the walkway from the existing parking garage. City Hall administrative offices would "bookend" other uses within the structure by being placed in east and west wings, and a public-facing City Services lobby would be introduced. The base of the building beneath Kavli Terrace would be transparent in design and would utilize art-driven programs to activate the park edge, such as a multi-purpose performance venue, a public market/food hall, and art incubator spaces. These functions would be framed by a highly-glazed façade and anchored by scored precast concrete panels, giving the building a grounded, tactile base. On the ground level of the existing west wing, the existing northern façade would be removed and replaced with glass to open new views into the park and improve natural daylighting deep into the building.
Objective 3.1: Provide a grand staircase to link Thousand Oaks Boulevard to Kavli Theatre and create a prominent physical and visual gateway to the Civic Arts Plaza.	**Consistent**. The reconstructed single-level Kavli Terrace would be accessible via a grand staircase and a public elevator tower from East Main Street and the walkway from the existing parking garage.
Objective 4.1: Preserve and celebrate existing mature protected trees on site to the extent feasible in key public areas of the program.	**Consistent**. Carpenter Park would highlight the mature oak trees on-site. Raised decks built from sustainable wood erected on platforms to protect tree roots would provide event seating throughout the park, and an additional event platform wrapped around a large valley oak would provide space for special events and community markets. The design of Carpenter Park incorporates hardscape, water features, landscape vegetation, functional turf areas, shade structures, play structures, public art, and seating areas, and is designed to reflect the natural features and topography of the site while preserving existing mature oak trees. Around the lawn of the Building B2 (bandshell) amphitheatre, platform decking would be constructed near the existing valley oaks, providing a flexible area for tables, chairs, and benches under the many existing oak and sycamore trees.

Policy	Consistency Analysis
Objective 4.2: Achieve design excellence and the creation of a unique sense of place by blending local history and landscape with a future-forward vision of Thousand Oaks consistent with the applicable design guidelines.	**Consistent**. Overall, the design of the proposed project would adhere generally to the architectural principles of Southern California regional modernism and mid-century modernism. Building materials would include concrete, steel, glass, wood, ground-faced masonry, stone, plaster, decorative tile, brick, metal screening, community-designed mosaic, and public art features, in mostly neutral tones with the exception of the tiles, mosaics, and art. Live plants would also be incorporated into exterior building design. The project would develop new, large-scale modern/post-modern structures on a partially developed site, within a neighborhood generally consisting of stucco buildings with red-tiled roofs. Proposed architectural elements would include a grand staircase and transparent ground floor (Building C1); a two-story restaurant with an enclosed patio (Building B1) and a custom-designed artistic steel structure (Carpenter Park); a bandshell (Building B2) and amphitheatre, a hotel with an exterior pedestrian bridge and rooftop bar (Building E1); a mixed-use building that incorporates setbacks to create additional indoor and outdoor rooftop amenity space with views of the hillsides and incorporates two different architectural treatments (Building E2); and a mixed-use building that appears as three structures but is actually one structure connected by a subterranean level (Building E3).

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. As such, impacts of the adaptive reuse and outdoor amphitheatre components would be less than significant with mitigation incorporated.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that are located in areas developed with differing uses and visual character. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts on scenic quality regulations and visual character.

MITIGATION MEASURES

PROJECT-LEVEL ANALYSIS

Refer to Mitigation Measure BIO-4.

PROGRAMMATIC-LEVEL ANALYSIS

Mitigation Measure BIO-4 is also applicable to the adaptive reuse and outdoor amphitheatre components because development of these components would impact protected trees on-site.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

Light and Glare

Impact AES-4	**The proposed project would not create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.**

Impact Analysis

Project-Level Analysis

A significant impact may occur if lighting, as part of the proposed project, exceeds adopted thresholds for light and glare, including exterior lighting or light spillover, or if the proposed project creates a substantial new source of light or glare.[5]

Construction

Project construction activities could involve temporary glare impacts as a result of construction equipment and materials. Pursuant to Municipal Code Section 8-11.01, Construction activities restricted to certain hours, construction of the proposed project would be limited to occur between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday, and would be prohibited on Sundays unless a permit has been issued by the Public Works Director. Thus, as no construction activities would occur after 7:00 p.m. from Monday through Saturday, or on Sundays without a permit, short-term construction activities would cease at 7:00 p.m. This would apply to the parking and laydown storage activities that would occur at the temporary off-site locations as well. As such, lighting-related impacts would be less than significant.

Operations

Development of the proposed project would increase lighting at the project site compared to existing conditions. The project proposes a combination of accent, building-mounted, bollard, catenary, pedestrian, and area lighting to create a welcoming visual hierarchy that provides scale, enhances wayfinding, and improves safety. Additional exterior building accent lighting would be strategically implemented to better define space, celebrate the existing mature oak trees on-site, and highlight entry points. Specifically, lighting fixtures throughout the project site and building exterior would be light-emitting diode (LED) type with lumen packages selected to provide light levels in accordance with the recommendations of the Illuminating Engineering Society of North America (IESNA) handbook and recommended practice guides and local ordinances. Project site lighting was selected in order to comply with outdoor lighting ordinances, align with light pollution reduction targets and Leadership in Energy and Environmental Design (LEED) credits, and meet International Dark-Sky Association (IDA) recommendations. Area and street lighting fixtures would have full cutoff capabilities, curfew-based controls would be programmed, and occupancy-based site lighting would be used where possible. The project would not include blinking, flashing, or lighting of unusually high intensity or brightness.

All lighting within the project site would comply with SP-11, as amended and, where silent, the Thousand Oaks Municipal Code regarding off-street parking lighting and signage, as well as 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 non-residential light pollution reduction requirements related to backlight, uplight, and glare. These standards 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 residential properties to the east and west of the project site, particularly the development of the bandshell (Building B2) and amphitheatre on the east, and the

[5] Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. With respect to lighting, the degree of illumination may vary widely depending on the amount of light generated, height of the light source, presence of barriers or obstructions, type of light source, and weather conditions.

development of the new mixed-use building (Building E2) on the west where no development currently exists. Implementation of Mitigation Measure AES-1 would require the project applicant to submit a photometric plan to the City for review and approval, demonstrating minimized light spillover to the adjacent residential uses in compliance with CALGreen.

Building materials would be consistent with the existing architectural style within the project vicinity and would utilize neutral tones and non-reflective materials, such as wood, concrete, limestone, brick, and bronzed and darkened aluminum. All metal components and glass would be of non-reflective finishes. Building windows and vehicles have the potential to create new sources of glare; however, these uses and glare sources would be consistent with the surrounding land uses, as the project site is currently developed and is entirely surrounded by existing urban development, including the adjacent Highway 101. Thus, neighboring uses would not be exposed to substantial daytime glare because of building materials. Impacts would be less than significant in this regard.

Overall, with compliance with applicable lighting regulations, visual consistency with surrounding development, and implementation of Mitigation Measure AES-1, 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.

Shade and Shadow

As the project proposes five new structures ranging in height from 21 feet, 7 inches, to 92 feet, 6 inches, increased shade/shadow in the area has been considered. Although shading is common and expected in urban areas and is considered a beneficial feature when it provides cover from excess sunlight and heat, it can have an adverse impact if it interferes with sun-dependent activities, such as routinely useable outdoor spaces associated with residential, recreational, or institutional land uses (e.g. schools, convalescent homes); commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor dining areas; nurseries; and existing solar collectors. These uses are considered sensitive because sunlight and shade are important for function, physical comfort, or commerce.

Shadow patterns of the proposed development onto adjacent uses were captured during the most extreme times of the year: during the winter solstice (December 21st), when the sun is at its lowest point in the sky, and shadows are longest, and during the summer solstice (June 21st), when the sun is at its highest point, and shadows are shortest. The solstices refer to the two points on the Earth's path around the sun and are generally considered the beginning of winter and summer.

Given the placement of the sun in the winter months, the Winter Solstice is considered to have the largest shadows cast throughout the day. As depicted in Exhibit 5.1-14, Existing and Proposed Shade Analysis: December 21, the shadow conditions cast by the proposed development throughout the day at the height of the winter season would encroach on adjacent uses twice per day – on adjacent uses to the west at 8:00 a.m., and on adjacent uses to the north and east at 4:00 p.m. Shade sensitive uses to the west include existing single-family residences, shade-sensitive uses to the north include the Gardens of the World cultural garden, and shade-sensitive uses to the east include multi-family residential uses at The Lakes. Based on Exhibit 5.1-14, the shadows cast on the residential uses to the west would be limited to a duration of less than four hours, as the shadow moves drastically northward by 12:00 p.m. Additionally, the shadows cast on the Gardens of the World would be limited to a duration of less than one hour as the sun sets before 5:00 p.m. during the height of winter. Further, the shadows cast on The Lakes property would be limited to the roadway right-of-way. It is acknowledged that none of these off-site areas would experience increased shading in the summer months. As shown in Exhibit 5.1-15, Existing and Proposed Shade Analysis: June 21, the proposed project would not cast shadows on adjacent properties during the Summer Solstice. Overall, as the project would not result in prolonged increases in shade onto off-site sunlight-light sensitive uses compared to existing conditions, the shadows created by the project would be less than significant.



Source: RRM + Smith Group

DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

Existing and Proposed Shade Analysis: December 21

NOT TO SCALE

01/2026

Exhibit 5.1-14

INTENTIONALLY LEFT BLANK



NG AND PROPOSED SHADE

Source: RRM + Smith Group

DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

Existing and Proposed Shade Analysis: June 21

NOT TO SCALE

01/2026

Exhibit 5.1-15

INTENTIONALLY LEFT BLANK

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. The exhibits used in the analysis above include development of both the adaptive reuse and outdoor amphitheatre components. As such, impacts of the adaptive reuse and outdoor amphitheatre components would be less than significant with mitigation incorporated.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that have different types of lighting and sources of glare. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts on light and glare.

MITIGATION MEASURES

PROJECT-LEVEL ANALYSIS

MM AES-1 **Photometric Plan.** The project Applicant shall retain a licensed Professional Engineer to prepare a photometric plan, to be submitted to the City of Thousand Oaks, for review and approval prior to issuance of building permits demonstrating compliance with the California Green Building Standards Code, Title 24, Part 11 (CALGreen). 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 residential properties while providing the minimum required lighting to meet safety standards.

PROGRAMMATIC-LEVEL ANALYSIS

Mitigation Measure AES-1 is also applicable to the adaptive reuse and outdoor amphitheatre components because these components would also include lighting that could affect adjacent residential properties.

Level of Significance: Impacts would be less than significant with mitigation incorporated**.**

5.1.5 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.” As outlined in Table 4-1, Cumulative Projects List, and illustrated on Exhibit 4-1, Cumulative Project Locations, of this EIR, cumulative projects are situated in the site vicinity.

Of the cumulative projects listed in Table 4-1, it is acknowledged that the residential project approved at 2200 East Thousand Oaks Boulevard (Project No. 4) and the mixed-use development proposed at 1850 East Thousand Oaks Boulevard (Project No. 18) would be within the viewshed of the project site and would therefore be the most likely to share in cumulative impacts with the proposed project. Project No. 4 would have an average height of 75 feet and would be located adjacent to the eastern boundary of the project site. Project No. 18 would have a maximum height of five stories and would be located adjacent to the western boundary of the project site, fronting East Thousand Oaks Boulevard.

Scenic Vistas

- The proposed project, combined with other cumulative projects, would not result in significant impacts to scenic vistas.

Impact Analysis

As discussed under Impact Statement AES-1, project construction activities would be short-term and temporary, and would not be readily visible within the area of any scenic vistas due to the existing topography. Given the adjacent locations of Project Nos. 4 and 18 in relation to the project site, it is not anticipated that the construction phase of the proposed project, combined with the construction phases of the cumulative projects, would result in a significant impact on a scenic vista; short-term construction impacts would be less than significant.

Once in operation, the cumulative projects propose structures of equal or lesser height, however, it is not anticipated that all three projects combined would result in a significant cumulative impact on scenic vistas. Projects. No. 4 and 18, as well as all of the cumulative development projects identified in Table 4-1, would be subject to compliance with the General Plan and Municipal Code requirements in place to minimize impacts to scenic vistas. Following site-specific and architectural design review of cumulative development proposals, impacts to scenic vistas would be less than significant, and thus, the proposed project would not significantly contribute to cumulative impacts to scenic vistas.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

State Scenic Highways

- The proposed project, combined with other cumulative projects, would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within an eligible State Scenic Highway.

Impact Analysis

Highway 101 is located adjacent to the project area and is eligible for California State scenic highway status, but it is not officially designated a State scenic highway. The proposed project and cumulative development must conform to the policies included in the Freeway Corridors Design Guidelines (Resolution No. 91-172). As concluded under Impact Statement AES-2, project construction activities would not be visible from Highway 101 due to the height of existing structures on-site and existing topography, and as such would not further obstruct views of scenic resources along the corridor. Given the adjacent locations of Project Nos. 4 and 18 in relation to the project site, it is not anticipated that the construction phase of the proposed project, combined with the construction phases of the cumulative projects, would result in a significant impact on the eligibility for listing of this highway segment; short-term construction impacts would be less than significant.

Once in operation, views of the project site from Highway 101 would result in less than significant impacts to scenic resources along this eligible State scenic highway. As the cumulative projects propose structures of equal or lesser height, it is not anticipated that all three projects combined would result in a significant cumulative scenic impact along Highway 101. Further, as concluded under Impact Statement AES-2, the proposed project's impacts pertaining to the eligibility of this highway would be less than significant. Thus, no cumulatively considerable impacts to State scenic highways would occur, and the proposed project would not contribute to cumulative impacts in this regard.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Consistency with Regulations Governing Scenic Quality

- The proposed project, combined with other cumulative projects, would not, in urbanized areas, conflict with applicable zoning and other regulations governing scenic quality.

Impact Analysis

As discussed, the low-lying areas of the City are largely built out. As a result, the cumulative development projects identified in Table 4-1 primarily consist of infill development and would result in development similar to what currently exists in the surrounding vicinity. The City would review site-specific development proposals against the City's Design Guidelines and Municipal Code requirements for all future projects requiring discretionary approval. This regulatory procedure would ensure cumulative development is reviewed against the qualities and characteristics expected of development and major renovations in the City. Cumulative development would be reviewed against applicable General Plan policies and site development standards included in Municipal Code Title 9 that aid in governing scenic quality.

As indicated under Impact Statement AES-3, the proposed project would be consistent with applicable zoning and regulations related to scenic quality following implementation of the Tree Protection Plan (Mitigation Measure BIO-4). Further, project implementation would be subject to general consistency with the City's Design Guidelines and compliance with Municipal Code Development Standards (e.g., lot size, setback, density, open space, signage, lighting, and landscaping requirements). Overall, these standards would serve to improve the scenic quality within the project site. Thus, cumulative impacts to scenic quality regulations would be less than significant with mitigation incorporated, and the proposed project would not significantly contribute to cumulative impacts in this regard.

MITIGATION MEASURES

Refer to Mitigation Measure BIO-4.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

Light and Glare

- The proposed project, combined with other cumulative projects, would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Impact Analysis

Development of cumulative projects could result in increased lighting in the City. However, Project Nos. 4 and 18, in addition to the proposed project, include infill development and as such, would not introduce light and glare on sites where no sources currently exist. All future development would be required to comply with the exterior lighting requirements included in Municipal Code Sections 9-4.2405(b), and 9-4.2308(b) as well as be generally consistent with the City's Design Guidelines. Future development would be required to shield or recess exterior lighting so that direct glare and reflections are contained within the boundaries of the parcel and must be directed downward and away from adjoining properties and public rights-of-way. Blinking, flashing, or lighting of unusually high intensity or brightness is not allowed under the Municipal Code. In addition, the City would review the future cumulative development proposals against the City's Design Guidelines, as applicable, for all future projects requiring discretionary approval. This regulatory procedure would review building materials to ensure neighboring uses are not exposed to substantial daytime glare or excessive lighting.

As discussed under Impact Statement AES-4, short-term and long-term impacts to lighting would be reduced to less than significant levels following conformance with Municipal Code Sections 9-4.1109, 9-4.2405(b), and 9-4.2308(b), as well as be generally consistent with the City's Design Guidelines. Additionally, the California Energy Code's Lighting Requirements would apply. Further, per Mitigation Measure AES-1, the project Applicant would submit a photometric

plan to the City for review and approval, demonstrating minimized light spillover to the adjacent residential uses in compliance with CALGreen. Thus, with adherence to Mitigation Measure AES-1, the project would not cumulatively contribute to the creation of substantial new lighting or glare and impacts in this regard would be less than significant.

MITIGATION MEASURES

Refer to Mitigation Measure AES-1.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

5.1.6 Significant Unavoidable Impacts

No significant unavoidable impacts related to aesthetics/light and glare have been identified.

5.2 Air Quality

This section addresses the potential air emissions generated by the construction and operation of the proposed project and impacts on air quality. The analysis also addresses the consistency of the proposed project with the air quality policies set forth within the Ventura County Air Pollution Control District's (VCAPCD) 2022 Air Quality Management Plan (2022 AQMP). The analysis of project-generated air emissions focuses on whether the project would cause an exceedance of an ambient air quality standard or VCAPCD significance thresholds. Air quality technical data is included in Appendix C, Air Quality/Greenhouse Gas Emissions/Energy Data.

5.2.1 Existing Setting

South Central Coast Air Basin

Geography

The project is located within the South-Central Coast Air Basin (Basin), bounded by the Pacific Ocean to the west, the San Luis Obispo County boundary to the north and east, and the Ventura County boundary to the south and east. The Basin includes San Luis Obispo, Santa Barbara, and Ventura Counties.

The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of air pollutants throughout the Basin.

Climate

The climate of the Ventura County area and all of the Basin is strongly influenced by its proximity to the Pacific Ocean and the location of the semi-permanent high-pressure cell in the northeastern Pacific Ocean. The Mediterranean climate of the region produces moderate average temperatures, although slightly more extreme temperatures can be reached in the winter and summer. The closest climate monitoring site to the City with available recent year data is the Oxnard monitoring site. The average high temperature is up to 74.8°F during the month of September, and the average low temperature is 65.5°F during the month of January. The annual average precipitation is 14.82 inches. Rainfall occurs most frequently in February, with an average rainfall of 3.33 inches.[6]

The height of the inversion is important in determining pollutant concentration. An inversion is defined as a layer of the atmosphere in which the temperature increases as elevation increases. When the inversion is approximately 2,500 feet above sea level, the sea breezes carry the pollutants inland to escape over the mountain slopes or through the passes. At a height of 1,200 feet, the terrain prevents the pollutants from entering the upper atmosphere, resulting in a settlement in the foothill communities. Below 1,200 feet, the inversion puts a tight lid on pollutants, concentrating them in a shallow layer over the entire coastal Basin. Usually, inversions are lower before sunrise than during the day. Mixing heights for inversions are lower in the summer and more persistent, being partly responsible for the high levels of ozone (O_3) observed during the summer months in the Basin. Smog in southern California is generally the result of these temperature inversions combining with coastal day winds and local mountains to contain the pollutants for long periods of time, allowing them to form secondary pollutants by reacting with sunlight.

The area in which the project is located offers clear skies and sunshine yet is still susceptible to air inversions. These inversions trap a layer of stagnant air near the ground, where it is then further loaded with pollutants. These inversions cause haziness, which is caused by moisture, suspended dust, and a variety of chemical aerosols emitted by trucks, automobiles, furnaces, and other sources.

[6] Period of Record Monthly Climate Summary, *Oxnard, CA*, https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca6569, accessed February 21, 2023.

Local Ambient Air Quality

The California Air Resources Board (CARB) monitors air quality at over 250 monitoring stations throughout the State. The monitoring station representative of the project area is the Thousand Oaks-Moorpark Road monitoring station, located approximately 2.1 miles north of the project site. The air pollutants measured at Thousand Oaks-Moorpark Road station include O_3 and fine particulates ($PM_{2.5}$). The closest monitoring station with nitrogen dioxide (NO_2) and particulate matter (PM_{10}) air quality data is the El Rio-Rio Mesa School #2 monitoring station, located approximately 15.9 miles northwest of the project site. The closest monitoring station with carbon monoxide (CO) air quality data is the Reseda monitoring station, located approximately 19.7 miles east of the project site. The air quality data monitored at the Thousand Oaks-Moorpark Road, El Rio-Rio Mesa School #2, and Reseda monitoring stations from 2022 to 2024 are presented in Table 5.2-1, Measured Air Quality Levels.

Table 5.2-1
Measured Air Quality Levels

Pollutant	Primary Standard		Year	Maximum Concentration[1]	Number of Days State/Federal Std. Exceeded
	California	Federal			
Carbon Monoxide (CO)[4] (1-Hour)	20 ppm for 1 hour	35 ppm for 1 hour	2022 2023 2024	2.917 ppm 2.272 ppm 2.214 ppm	0 / 0 0 / 0 0 / 0
Ozone (O_3)[2] (1-Hour)	0.09 ppm for 1 hour	N/A	2022 2023 2024	0.084 ppm 0.085 ppm 0.075 ppm	0 / 0 0 / 0 0 / 0
Ozone (O_3)[2] (8-Hour)	0.070 ppm for 8 hours	0.070 ppm for 8 hours	2022 2023 2024	0.068 ppm 0.070 ppm 0.068 ppm	0 / 0 0 / 0 0 / 0
Nitrogen Dioxide (NO_2)[3]	0.180 ppm for 1 hour	0.100 ppm for 1 hour	2022 2023 2024	0.032 ppm 0.027 ppm 0.029 ppm	0 / 0 0 / 0 0 / 0
Particulate Matter (PM_{10})[3,5,6]	50 µg/m^3 for 24 hours	150 µg/m^3 for 24 hours	2022 2023 2024	57.9 µg/m^3 102.8 µg/m^3 272.9 µg/m^3	3 / 0 7 / 0 3 / 1
Fine Particulate Matter ($PM_{2.5}$)[2,6]	No Separate State Standard	35 µg/m^3 for 24 hours	2022 2023 2024	20.6 µg/m^3 23.0 µg/m^3 19.2 µg/m^3	NA / 0 NA / 0 NA / 0

Sources: California Air Resources Board, iADAM Air Quality Data Statistics, http://www.arb.ca.gov/adam/, accessed November 21, 2025.
California Air Resources Board, AQMIS Air Quality and Meteorological Information's Systems, https://www.arb.ca.gov/aqmis2/aqdselect.php, accessed November 21, 2025.

Notes: ppm = parts per million; PM10 = particulate matter 10 microns in diameter or less; µg/m3 = micrograms per cubic meter; PM2.5 = particulate matter 2.5 microns in diameter or less; NA = Not Applicable

1 Maximum concentration is measured over the same period as the California Standard.

2 Measurements taken at the Thousand Oaks-Moorpark Road Monitoring Station located at 2323 Moorpark Road, Thousand Oaks, CA.

3 Measurements taken at the El Rio-Rio Mesa School #2 Monitoring Station located at 545 Central Avenue, Oxnard, CA.

4 Measurements taken at the Reseda Monitoring Station located at 18330 Gault Street, Reseda, CA.

5 PM10 exceedances are based on State thresholds established prior to amendments adopted on June 20, 2002.

6 PM10 and PM2.5 exceedances are derived from the number of samples exceeded, not days.

Criteria Air Pollutants

Criteria air pollutants are described below in order of pollutants that have the greatest potential to trigger a significance finding.

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of the incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions.

CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency), as seen in high altitudes, are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of carbon monoxide.

Ozone (O_3). O_3 occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratosphere (the "good" O_3 layer) extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays. "Bad" O_3 is a photochemical pollutant and needs volatile organic compounds (VOCs), nitrogen oxides (NO_X), and sunlight to form; therefore, VOCs and NO_X are O_3 precursors. To reduce O_3 concentrations, it is necessary to control the emissions of these O_3 precursors. Significant O_3 formation generally requires an adequate number of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O_3 concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O_3 in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level O_3 (in the troposphere) can adversely affect the human respiratory system and other tissues. O_3 is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung diseases such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O_3. Short-term exposure (lasting for a few hours) to O_3 at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis, and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO_2). NO_X is a family of highly reactive gases that are a primary precursor to the formation of ground-level O_3 and react in the atmosphere to form acid rain. NO_2 (often used interchangeably with NO_X) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO_2 occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO_2 can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO_2 concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO_2 may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM_{10}). PM_{10} refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM_{10} arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM_{10} scatters light and significantly reduces visibility. In addition, these particulates penetrate into the lungs and can potentially damage the respiratory tract. On June 19, 2003, the CARB adopted amendments to the Statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter ($PM_{2.5}$). Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both State and federal $PM_{2.5}$ standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new $PM_{2.5}$ standards. Industry groups

challenged the new standards in court, and the implementation of the standards was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards.

On June 20, 2002, CARB adopted amendments for Statewide annual ambient particulate matter air quality standards. These standards were revised/established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the Statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

Sulfur Dioxide (SO_2). Sulfur dioxide (SO_2) is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. SO_2 is often used interchangeably with sulfur oxides (SO_x). Exposure of a few minutes to low levels of SO_2 can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O_3 to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOC is not considered a criteria pollutant; however, it is a precursor to O_3, which is a criteria pollutant. Due to the role VOC plays in O_3 formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established.

Reactive Organic Gases (ROG). Similar to VOCs, ROGs are also precursors in forming O_3 and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and nitrogen oxides react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The terms ROG and VOC (see above) are often used interchangeably.

Valley Fever

Coccidioidomycosis, more commonly known as "Valley Fever," is primarily a disease of the lungs caused by the spores of the *Coccidioides immitis* fungus. The spores are found in soils, become airborne when the soil is disturbed, and are subsequently inhaled into the lungs. After the fungal spores have settled in the lungs, they change into a multicellular structure called a spherule. Fungal growth in the lungs occurs as the spherule grows and bursts, releasing endospores, which then develop into more spherules.

Valley Fever symptoms occur within two to three weeks of exposure. Approximately 60 percent of Valley Fever cases are mild and display flu-like symptoms or no symptoms at all. Of those who are exposed and seek medical treatment, the most common symptoms include fatigue, cough, loss of appetite, rash, headache, and joint aches. In some cases, painful red bumps may develop on the skin. One important fact to mention is that these symptoms are not unique to Valley Fever and may be caused by other illnesses as well. Identifying and confirming this disease require specific laboratory tests such as: (1) microscopic identification of the fungal spherules in infected tissue, sputum, or body fluid sample; (2) growing a culture of *Coccidioides immitis* from a tissue specimen, sputum, or body fluid; (3) detection of antibodies (serological tests specifically for Valley Fever) against the fungus in blood serum or other body fluids; and (4) administering the Valley Fever Skin Test (called coccidioidin or spherulin), which indicate prior exposure to the fungus. Valley Fever is not contagious and therefore cannot be passed on from person to person. Most of those who are infected would recover without treatment within six months and would have a life-long immunity to the fungal spores. In severe cases, especially in those patients with rapid and extensive primary illness, those who are at risk for dissemination of disease, and those who have disseminated disease, antifungal drug therapy is used. The type of

medication used, and the duration of drug therapy are determined by the severity of disease and response to the therapy. The medications used include ketoconazole, itraconazole and fluconazole in chronic, mild-to-moderate disease, and amphotericin B, given intravenously or inserted into the spinal fluid, for rapidly progressive disease. Although these treatments are often helpful, evidence of disease may persist, and years of treatment may be required. In most cases, the body's immune response is effective, and no specific course of treatment is necessary. About five percent of cases of Valley Fever result in pneumonia (infection of the lungs), while another five percent of patients develop lung cavities after their initial infection with Valley Fever. These cavities occur most often in older adults, usually without symptoms, and about 50 percent of them disappear within two years. Occasionally, these cavities rupture, causing chest pain and difficulty breathing, and require surgical repair. Only one to two percent of those exposed who seek medical attention would develop a disease that spreads to other parts of the body other than the lungs.

Factors that affect the susceptibility to coccidioidal dissemination are race, sex, pregnancy, age, and immunosuppression. While there are no racial or gender differences in susceptibility to primary infection with coccidioidomycosis, differences in risk of disseminated infection do appear to exist. Men have a higher rate of dissemination than do women and several studies have shown that the rate of dissemination in African Americans and Filipinos is several times higher than in the rest of the U.S. population. Native Americans, Hispanics, and Asians may also have a higher rate of dissemination than the general population, but these population differences are not well defined.

The *Coccidioides immitis* fungal spores are often found in the soil around rodent burrows, Indian ruins, and burial grounds. The spores become airborne when the soil is disturbed by winds, construction, farming, and soil disturbing activities. This type of fungus is endemic to the southwestern United States and is common in the Ventura County. The City is in an area designated as suspected endemic for Valley Fever by the Center for Disease Control and Prevention (CDC). [7]

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.

[7] Centers for Disease Control and Prevention, More information about the estimated areas with blastomycosis, coccidioidomycosis (Valley fever), and histoplasmosis in the United States, https://www.cdc.gov/fungal/pdf/more-information-about-fungal-maps-508.pdf, accessed January 5, 2026.

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. 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*[8], 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.[9]

Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than the general population. Sensitive populations (sensitive receptors) that are in proximity to localized sources of toxics and CO are of particular concern. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The following types of people are most likely to be adversely affected by air pollution, as identified by CARB: children under 14, elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. Locations that may contain a high concentration of these sensitive population groups are called sensitive receptors and include residential areas, hospitals, day-care facilities, elder-care facilities, elementary schools, and parks. The site vicinity is predominantly composed of commercial and residential uses. The sensitive receptors are as follows:

- Sensitive Receptor 1: Leggett Court Apartments located approximately 300 feet north of the project site boundary line;
- Sensitive Receptor 2: Town Oaks Townhomes located approximately 300 feet north of the project site boundary line;
- Sensitive Receptor 3: Atria Gran Oaks Senior Facility located approximately 425 feet to the northeast of the project site boundary line;
- Sensitive Receptor 4: Conejo Valley Unified School District Preschool located approximately 725 feet east of the project site boundary line;
- Sensitive Receptor 5: 2300 Arapho Avenue, a mobile home in the Thunderbird Oaks Mobile-home Club, located approximately 725 feet east of the project site boundary line; and
- Sensitive Receptor 6: A single-family residences located along Oakwood Drive adjacent to the project site to the west.

5.2.2 Regulatory Setting

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

Federal

U.S. Environmental Protection Agency

The EPA is responsible for implementing the Federal Clean Air Act (FCAA), which was first enacted in 1955 and amended numerous times after. The FCAA established federal air quality standards known as the National Ambient Air Quality

[8] California Air Resources Board, *2000 Diesel Risk Reduction Plan*, March 14, 2023. https://ww2.arb.ca.gov/our work/programs/diesel-risk-reduction-plan.
[9] Ventura County Air Pollution Control District, Rule 51 – Nuisance, March 10, 2023. http://vcapcd.org/Rulebook/Reg4/RULE%2051.pdf.

Standards (NAAQS). These standards identify levels of air quality for "criteria" pollutants that are considered the maximum levels of ambient (background) air pollutants considered safe, with an adequate margin of safety, to protect the public health and welfare; refer to Table 5.2-2, National and California Ambient Air Quality Standards.

Table 5.2-2
National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California[1]		Federal[2]	
		Standard[3]	Attainment Status	Standards[3,4]	Attainment Status
Ozone (O_3)	1 Hour	0.09 ppm (180 μg/m^3)	Nonattainment	N/A	N/A
	8 Hours	0.070 ppm (137 μg/m^3)	Nonattainment	0.070 ppm (137 μg/m^3)	Nonattainment
Particulate Matter (PM_{10})	24 Hours	50 μg/m^3	Nonattainment	150 μg/m^3	Attainment/ Maintenance
	Annual Arithmetic Mean	20 μg/m^3	Nonattainment	N/A	N/A
Fine Particulate Matter ($PM_{2.5}$)	24 Hours	No Separate State Standard		35 μg/m^3	Attainment/ Maintenance
	Annual Arithmetic Mean	12 μg/m^3	Attainment	12.0 μg/m^3	Attainment/ Maintenance
Carbon Monoxide (CO)	8 Hours	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Attainment/ Maintenance
	1 Hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Attainment/ Maintenance
Nitrogen Dioxide (NO_2)[5]	Annual Arithmetic Mean	0.030 ppm (57 μg/m^3)	N/A	53 ppb (100 μg/m^3)	Attainment/ Maintenance
	1 Hour	0.18 ppm (339 μg/m^3)	Attainment	100 ppb (188 μg/m^3)	Attainment/ Maintenance
Lead (Pb)[7,8]	30 days Average	1.5 μg/m^3	Attainment	N/A	N/A
	Calendar Quarter	N/A	N/A	1.5 μg/m^3	Attainment/ Maintenance
	Rolling 3-Month Average	N/A	N/A	0.15 μg/m^3	Attainment/ Maintenance
Sulfur Dioxide (SO_2)[6]	24 Hours	0.04 ppm (105 μg/m^3)	Attainment	0.14 ppm (for certain areas)	Unclassified/ Attainment
	3 Hours	N/A	N/A	N/A	N/A
	1 Hour	0.25 ppm (655 μg/m^3)	Attainment	75 ppb (196 μg/m^3)	N/A
	Annual Arithmetic Mean	N/A	N/A	0.30 ppm (for certain areas)	Unclassified/ Attainment
Visibility-Reducing Particles[9]	8 Hours (10 a.m. to 6 p.m., PST)	Extinction coefficient = 0.23 km@<70% RH	Unclassified	No Federal Standards	
Sulfates	24 Hour	25 μg/m^3	Attainment		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 μg/m^3)	Unclassified		
Vinyl Chloride[7]	24 Hour	0.01 ppm (26 μg/m^3)	N/A		

Source: California Air Resources Board and U.S. Environmental Protection Agency, Ambient Air Quality Standards chart, http://www.arb.ca.gov/research/aaqs/aaqs2.pdf, May 4, 2015.

Notes: mg/m^3 = micrograms per cubic meter; ppm = parts per million; ppb = parts per billion; km = kilometer(s); RH = relative humidity; PST = Pacific Standard Time; N/A = Not Applicable

[1] California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, and particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[2] National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

[3] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[4] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.

[5] 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.

[6] On June 2, 2010, a new 1-hour SO_2 standard was established, and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated non-attainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of ppb. California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

[7] CARB 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.

[8] The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated non-attainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

[9] In 1989, CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

State

California Air Resources Board

CARB administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in Table 5.2-2, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates. The California Clean Air Act (CCAA), which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMP's also serve as the basis for the preparation of the State Implementation Plan for the State of California.

Like the EPA, CARB also designates areas within California as either attainment or non-attainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as non-attainment for a pollutant if air quality data show that a State standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as non-attainment.

CARB's other responsibilities include overseeing compliance by local air districts with California and federal laws; approving local air quality plans; submitting SIPs to the EPA; 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 the implementation of AB 32, California Global Warming Solutions Act of 2006, and for State emissions reductions. See Section 5.7, Greenhouse Gas,

for more information regarding CARB's responsibility with respect to climate change and greenhouse gas emissions.

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 2025 to include new mandatory measures for residential and non-residential uses; the new measures took effect on January 1, 2026.

Regional

Ventura County Air Pollution Control District

The VCAPCD is one of 35 air quality management districts that have prepared AQMPs to accomplish a five percent annual reduction in emissions. VCAPCD adopted the 2022 AQMP on December 13, 2022. The primary purpose of the 2022 AQMP is to identify air pollution problems and develop a comprehensive program to achieve and maintain State and federal air quality standards. It includes strategies to attain the 2015 federal 8-hour ozone standard, attainment demonstration for the federal 8-hour ozone standard and reasonable further progress demonstration for the federal 8-hour ozone standard. The 2022 AQMP incorporates the recently adopted SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) and motor vehicle emissions from CARB.

In addition to the 2022 AQMP and its rules and regulations, the VCAPCD published the Ventura County Air Quality Assessment Guidelines (dated October 2003). The VCAPCD Air Quality Assessment Guidelines provides guidance to assist local government agencies and consultants in developing the environmental documents required by CEQA. With the help of the Air Quality Assessment Guidelines, local land use planners and other consultants can analyze and document how proposed and existing projects affect air quality and should be able to fulfill the requirements of the CEQA review process.

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.[10]

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.[11]

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

[10]Ventura County Air Pollution Control District. 2004. "Rule 50 – Opacity." 2004a. 10 March 2023. http://vcapcd.org/Rulebook/Reg4/RULE%2050.pdf.
[11]Ventura County Air Pollution Control District. 2004. "Rule 51 – Nuisance." 2004a. 10 March 2023. http://vcapcd.org/Rulebook/Reg4/RULE%2051.pdf.

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.[12] The following fugitive dust reduction measures are required for all construction projects:[13]

- 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: This rule requires fugitive dust generators to begin the removal of visible roadway accumulation within72 hours of any written notification from the VCAPCD. The use of blowers is expressly prohibited under any circumstances. This rule also requires controls to limit the amount of dust from any construction activity or any earthmoving activity on a public unpaved road. This rule would apply throughout all construction activities.

[12]Ventura County Air Pollution Control District. 2008. "Rule 55 – Fugitive Dust." 10 March 2023. http://vcapcd.org/Rulebook/Reg4/RULE%2055.pdf.

[13] Ventura County Air Pollution Control District. 2003. "Ventura County Air Quality Assessment Guidelines." 10 March 2023. http://vcapcd.org/pubs/Planning/VCAQGuidelines.pdf.

Rule 55.2 – Street Sweeping Equipment: This rule requires the use of PM_{10} efficient street sweepers for routine street sweeping and for removing vehicle track-out pursuant to Rule 55. This rule would apply during all construction and operational activities.

Rule 74.2 – Architectural Coatings: This rule sets limits on the VOC content of architectural coatings. Non-flat coatings are limited to 150 grams per liter of VOC content, flat coatings are limited to 150 grams per liter (g/L) of VOC content, and traffic marking coatings are limited to 150 g/L of VOC content. The project would be required to comply with this rule.

Rule 74.4 – Cutback Asphalt: This rule sets limits on the type of application and VOC content of cutback and emulsified asphalt. The project would be required to comply with the type of application and VOC content standards set forth in this rule.

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:[14]

- 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

On April 2024, the Regional Council of the Southern California Association of Governments (SCAG) formally adopted Connect SoCal: 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024). Connect SoCal 2024 outlines a vision for a more resilient and equitable future, with investment, policies, and strategies for achieving the region's shared goals through 2050. Connect SoCal 2024 sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce GHG emissions from automobiles and light-duty trucks and achieve the GHG emissions reduction target for the region set by the CARB. In addition, Connect SoCal 2024 is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG-emission-reduction goals and federal Clean Air Act requirements. These are articulated in a set of Regional Strategic Investments, Regional Planning Policies, and Implementation Strategies. The Regional Planning Policies are a resource for County Transportation Commissions (CTCs) and local jurisdictions, who can refer to specific policies to demonstrate alignment with Connect SoCal 2024 when seeking resources from state or federal programs. The Implementation Strategies articulate priorities for SCAG efforts in fulfilling or going beyond the Regional Planning Policies.[15]

On May 7, 2025, CARB officially accepted SCAG's determination that Connect SoCal 2024 meets the state's GHG reduction targets. The plan demonstrates strategies to achieve per capita GHG reductions of 8 percent by 2020 and 19 percent by 2035 compared to 2005 levels, through goals such as:

- Build and maintain an integrated multimodal transportation network.

[14] Ventura County Air Pollution Control District. 2003. "Ventura County Air Quality Assessment Guidelines." 10 March 2023. http://vcapcd.org/pubs/Planning/VCAQGuidelines.pdf.

[15] Southern California Association of Governments, *Connect SoCal: A Plan for Navigating to a Brighter Future (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy)*, adopted April 4, 2024.

- Develop, connect, and sustain communities that are livable and thriving.
- Create a healthy region for the people of today and tomorrow.
- Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all.

CARB's acceptance confirms that Connect SoCal 2024 is consistent with SB 375 requirements and aligns with California's climate goals.

Local

City of Thousand Oaks General Plan

The City of Thousand Oaks adopted the Thousand Oaks General Plan 2045 (General Plan) on December 5, 2023, which is the first comprehensive update since the City prepared its original General Plan in 1970. The 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:

Air Quality

- **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.

5.2.3 Impact Thresholds and Significance Criteria

CEQA Significance Criteria

The City, in its discretion, is using Appendix G of the CEQA Guidelines as thresholds of significance for evaluating impacts associated with the proposed project. Accordingly, the proposed project may create a significant adverse environmental impact if it would:

a) Conflict with or obstruct implementation of the applicable air quality plan (refer to Impact Statement AQ-1);

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (refer to Impact Statement AQ-2);

c) Expose sensitive receptors to substantial pollutant concentrations (refer to Impact Statement AQ-3); and/or

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people (refer to Impact Statement AQ-4).

Regional Air Quality

In its Air Quality Assessment Guidelines, the VCAPCD has established significance thresholds to assess the impact of project-related air pollutant emissions. There are separate thresholds for the Ojai Planning Area and the remainder of Ventura County. The project site is located outside of Ojai Planning Area. Therefore, the following thresholds apply:

- Reactive Organic Compounds (ROG): 25 pounds per day
- Nitrogen Oxides (NO_X): 25 pounds per day

A project with daily emission rates below these thresholds is considered to have a less than significant effect on regional air quality.

Local Air Quality

Localized CO

The project would result in a local air quality impact if the project results in increased traffic volumes that would result in an exceedance of the CO ambient air quality standards of 20 parts per million (ppm) for 1-hour CO concentration levels, and 9 ppm for 8-hour CO concentration levels. If the CO concentrations at potentially impacted intersections with the project are lower than the standards, then there is no significant impact. If future CO concentrations with the project are above the standard, then the project would have a significant local air quality impact.

Health Risk Thresholds

In order to determine whether or not a proposed project would cause a significant effect related to health risk, the impact must be determined by examining the types and levels of TACs generated by implementation of the project and the associated impacts on factors that affect air quality. While the final determination of significance thresholds is within the purview of the lead agency pursuant to the State CEQA Guidelines, the VCAPCD recommends that the air pollution thresholds shown below be used by lead agencies in determining whether a project would result in potentially significant impacts related to health risk. If the lead agency finds that the proposed project has the potential to exceed these air pollution thresholds, the project impacts should be considered significant. Table 5.2-3, VCAPCD Incremental Risk Thresholds for TACs, lists the TAC incremental risk thresholds for operation of a project.

Table 5.2-3
VCAPCD Incremental Risk Thresholds for TACs

Risk Scenario	Thresholds
Maximum Incremental Cancer Risk	≥ 10 in 1 million
Cancer Burden	> 0.5 excess cancer cases (in areas ≥ 1 in 1 million)
Chronic & Acute Hazard Index	≥ 1.0 (project increment)

Cancer risk is expressed in terms of expected incremental incidence per million population. The VCAPCD has established an incidence rate of 10 persons per million as the maximum acceptable incremental cancer risk due to DPM exposure. This threshold serves to determine whether or not a given project results in a potentially significant development-

specific and cumulative impact. The measurements consider the maximally exposed individual resident and the point of maximum impact. The maximally exposed individual resident identifies the individual resident or sensitive receptor that would have the maximum risk of exposure associated with DPM emissions from the proposed project. The point of maximum impact is defined as the location where the risk of exposure associated with DPM emissions from the proposed project is highest.

The 10 in one million standard is a very health-protective significance threshold. A risk level of 10 in one million implies a likelihood that up to 10 persons out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of TACs over a specified duration of time. This risk would be an excess cancer that is in addition to any cancer risk borne by a person not exposed to these air toxics.

The VCAPCD has also established non-carcinogenic risk parameters for use in health risk assessments (HRAs). Noncarcinogenic risks are quantified by calculating a "hazard index" (HI), expressed as the ratio between the ambient pollutant concentration and its toxicity or Reference Exposure Level (REL). An REL is a concentration at or below which health effects are not likely to occur. A hazard index less than one (1.0) means that adverse health effects are not expected. As such, non-carcinogenic exposures of less than 1.0 are considered less than significant.

Cumulative Emissions

The VCAPCD's 2022 AQMP was prepared to accommodate growth, meet State and federal air quality standards, and minimize the fiscal impact that pollution control measures have on the local economy. According to the Air Quality Assessment Guidelines, project-related emissions that fall below the established construction and operational thresholds should be considered less than significant unless there is pertinent information to the contrary.

VCAPCD Significance Thresholds for Ozone Precursors ROC and NOX

In evaluating the project impacts against the CEQA thresholds above, the Ventura County Air Quality Assessment Guidelines suggest the following project threshold criteria be considered. Would the project:

- Generate daily emissions exceeding 25 pounds of Reactive Organic Compounds (ROC or ROG) or nitrogen oxides (NO_X);
- Cause an exceedance or make a substantial contribution to an exceedance of an ambient air quality standard;
- Be inconsistent with goals and policies of the Ventura County AQMP;
- Directly or indirectly cause population growth that would exceed population forecasts in the most recently adopted AQMP;
- Generate fugitive dust emissions in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public;
- Create a human health hazard by exposing sensitive receptors to toxic air emissions; and/or
- Create objectionable odors affecting a substantial number of people.

According to the VCAPCD Guidelines, projects that generate more than 25 pounds per day of ROG and NO_X may jeopardize attainment of the federal and State ozone standard, resulting in significant impact on air quality. The 25 pounds per day threshold for ROG and NO_X are not intended to be applied to construction emissions since such emissions are temporary. The VCAPCD has not established quantitative thresholds for particulate matter, which includes fugitive dust for either operation or construction.

There is no VCAPCD-recommended threshold to indicate if a project would result in a significant San Joaquin Valley Fever impact; however, the lead agency should consider the risk factors noted by VCAPCD that may be applicable to the project or the project site to determine if project activities may create a significant Valley Fever impact. VCAPCD Guidelines provide recommendations for a lead agency to consider if a project is determined to represent a significant

risk of causing Valley Fever. These VCAPCD recommendations focus on construction worker protections to prevent respiration of spores if present, some of which would be required for compliance with VCAPCD Rule 55 for dust suppression during construction.

Based on these standards/criteria, the effects of the project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

Methodology

Project-related air quality impacts fall into two categories: short-term impacts due to construction, and long-term impacts due to project operation. Criteria pollutants for project construction and operation were calculated using the California Emissions Estimator Model (CalEEMod) version 2022.1. The methodology for construction and operation emission estimates for the project is discussed below.

Construction Emissions

Project construction would primarily generate temporary criteria pollutants from construction equipment operation on-site and construction worker vehicle trips to and from the project site, and from construction material deliveries to and from the project site. Construction data for CalEEMod include, but are not limited to, (1) the anticipated start and finish dates of construction activity; (2) inventories of construction equipment to be used; and (3) areas to be excavated and graded. Phase 1 would be required to be completed before the construction of any subsequent phases can occur. Phases 2a, 2b, and 2c can occur simultaneously and are not physically dependent on one another; however, the specific timing for completion of each of these phases would depend on available funding. For the purposes of this analysis, Phases 2a, 2b and 2c are assumed to occur concurrently. Construction of Phase 3 would occur after the completion of Phases 2a, 2b and 2c. The CalEEMod construction assumptions assume the proposed project would be constructed in five phases, beginning in 2027 and ending in 2032.

Phase 1

Phase 1 would involve demolition of existing commercial structures, installation of utility improvements (i.e., sewer line installation, stormwater detention facilities and conveyance lines, domestic water lines, etc.), and roadway construction (proposed West Road, Oakwood Drive Extension, Oakwood Drive/West Road roundabout, etc.). Phase 1 would also involve export of approximately 3,800 cubic yards of earthwork materials and demolition of approximately 55,138 square feet of building materials. Construction activities associated with Phase 1 would include the following construction phases:

- Demolition;
- Grading;
- Linear, Grading and Excavation;
- Linear, Demolition, Utilities and Sub-Grade; and
- Linear, Paving.

Construction of Phase 1 activities would start from third quarter of 2027 and would last approximately 12 months.

Phase 2a

Phase 2a would involve the construction of three buildings (Buildings E1 through E3), installation of roadway improvements, excavation for subterranean and podium garage foundations, and installation of utility infrastructure connections. Building E1 would include a seven-story hotel with 142 rooms totaling approximately 122,873 gross square

feet area, Building E2 would include a seven story mixed-use structure consisting of 161 residential apartments, including 26 deed-restricted affordable units for low-income households, approximately 8,950 square feet of ground floor commercial space, and a three-level podium parking structure with approximately 212 parking spaces and Building E3 would include a four-story mixed-use structure consisting of 79 residential apartments, including 13 deed-restricted affordable units for low-income households, approximately 19,048 square feet of ground floor commercial space, and a subterranean parking structure with approximately 77 parking spaces. Phase 2a would also involve the export of approximately 49,500 cubic yards of earthwork materials. Construction activities associated with Phase 2a would include the following construction phases:

- Grading;
- Building Construction;
- Paving; and
- Architectural Coating.

Construction of Phase 2a activities would start from third quarter of 2028 and would last approximately 36 months.

Phase 2b

Phase 2b entails construction of the proposed Carpenter Park and its associated amenities, Building B1 which (Park Restaurant), and new frontage improvements along Thousand Oaks Boulevard. Phase 2b would include construction of Building B1, a two-story restaurant building with approximately 6,725 gross square feet of floor area. Phase 2b would also involve the export of approximately 1,100 cubic yards of earthwork materials. Construction activities associated with Phase 2b would include the following construction phases:

- Grading;
- Building Construction;
- Paving; and
- Architectural Coating.

Construction of Phase 2b activities would start from third quarter of 2028 and would last approximately 36 months.

Phase 2c

Phase 2c would involve the demolition of approximately 48,000 square feet of an existing building area to construct approximately 80,900 square feet of new floor area. Phase 2c would also include the renovation and adaptive reuse of approximately 33,650 square feet of existing building area. Additionally, Phase 2c would involve the construction of the proposed East Main Street, including connections to Lakes Drive and a proposed roundabout between Buildings E1 and E3. Phase 2c would also involve export of approximately 300 cubic yards of earthwork materials. Construction activities associated with Phase 2c would include the following construction phases:

- Grading;
- Building Construction;
- Paving; and
- Architectural Coating.

Construction of Phase 2c activities would start from third quarter of 2028 and would last approximately 36 months.

Phase 3

Phase 3 involves the construction of a bandshell amphitheatre and associated seating areas, and new pavement/lawn areas on the southeast portion of the project site. Phase 3 would also involve export of approximately 300 cubic yards of earthwork materials. Construction activities associated with Phase 3 would include the following construction phases:

- Building Construction;
- Paving; and
- Architectural Coating.

Construction of Phase 3 activities would start from third quarter of 2030 and would last approximately 18 months.

Construction emissions were quantified by estimating the types and quantity of equipment that would be used on-site during each construction phase, as provided by the model defaults. CalEEMod also estimates off-site emissions from worker, vendor, and hauling truck trips. The default trip lengths were used for worker, vendor trips, and the hauling truck trips.

Health Risk Assessment

Construction

As discussed above, construction activities of the project could take up to six years to complete, and there are existing residences located adjacent to the project site. Extended periods of construction activities near sensitive receptors could result in health risk impacts due to the emission of DPM, which is a toxic air contaminant, from construction equipment. As such, an HRA was conducted to determine the project's health risk impact on nearby sensitive receptors during construction.

An HRA is the process to estimate the nature and probability of adverse health effects in humans who may be exposed to chemicals in contaminated environmental media, now or in the future. Health risk is calculated by multiplying the pollutant's concentration by various factors, including the cancer potency factor. In order to determine the pollutant's concentration, the air dispersion modeling for the HRA during construction was performed using the EPA AERMOD dispersion model, version 12.0.0. AERMOD is a steady-state, multiple-source, Gaussian dispersion model designed for use with emission sources situated in terrain where ground elevations can exceed the heights of the emission sources (this factor is not applicable to the project). AERMOD requires hourly meteorological data consisting of wind vector, wind speed, temperature, stability class, and mixing height. Surface and upper air meteorological data provided by the CARB for the Camarillo Airport Monitoring Station was selected as being the most representative meteorology based on proximity to the project site.[16]

The project site was modeled as five defined polygonal area sources representing construction emissions from each construction phase (Phase 1, Phase 2a, Phase 2b, Phase 2c and Phase 3). The emission rate for PM_{10}, or in this case DPM, was calculated using the most recent version of CalEEMod. Exhaust emission factors for typical diesel-powered heavy equipment are based on the program defaults of the most recent version of the CalEEMod, which has been used to prepare the analysis of daily construction emissions. On-site exhaust PM_{10} emissions from each construction phase were summed and averaged over the construction period of each phase, consistent with the construction schedule modeled in CalEEMod. In addition, the project's off-site construction activities consisting of hauling and vendor truck trips were modeled as three line-volume sources along Thousand Oaks Avenue. Plume height and plume width of the emissions from heavy trucks were calculated using Haul Road Volume Source Calculator built in AERMOD using roadway

[16] California Air Resource Board, HARP AERMOD Meteorological Files, available at: https://ww2.arb.ca.gov/resources/documents/harp-aermod-meteorological-files, accessed October 27, 2025.

width of each roadway segment and vehicle height of 4.6 meters (15 feet) compliance with the VCAPCD guidelines. Based on information provided by the project Applicant, the project would generate a total of up to 102 hauling truck trips during demolition and grading phases combined and approximately 133 vendor trips during building construction phases combined. The emission rates were calculated based on the construction hours of approximately 12 hours (7:00 a.m. to 7:00 p.m.) per day and five days per week. Refer to Appendix C for all emission calculations and AERMOD modeling results.

A model run was conducted to obtain the peak 1-hour and annual average PM_{10} concentration in micrograms per cubic meter ($\mu g/m^3$) at nearby sensitive receptors. The results are presented in the impact analysis for Threshold AQ-3, Localized Air Quality Health Impacts, below. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. The nearby sensitive receptors include existing residential uses located immediately to the west and approximately 300 feet to the north of the project site. Note that the concentration estimate developed using this methodology is considered conservative and is not a specific prediction of the actual concentrations that would occur at any one point over the course of the construction period. Actual 1-hour and annual average concentrations are dependent on many variables, particularly the number and type of equipment working at specific distances during time periods of adverse meteorology. Project construction activities would occur in five phases at different locations throughout the 17.63-acre project site and would not be concentrated or confined to the area directly adjacent to sensitive receptors.

Phases 2a, 2b, and 2c are assumed to overlap as a conservative modeling approach, reflecting a reasonable worst case scenario where concurrent construction activities could occur, whereas all other phases are assumed to proceed sequentially. However, as previously stated, Phases 2a, 2b, and 2c are not physically dependent on one another; however, the specific timing for completion of each of these phases would depend on available funding.

Risk and Hazard Assessment

The Hotspots Analysis and Reporting Program Version 2 (HARP2) Air Dispersion Modeling and Risk Tool was employed to calculate the health risks related to the construction of the project. HARP2 was created for the purpose of assisting and supporting the local California Air Pollution Control and Air Quality Management Districts with implementing the requirements of AB 2588. Although designed to meet the programmatic requirements of AB 2588, HARP2 modules have also been used for preparing risk assessments for other air related programs (e.g., air toxic control measure development, facility permitting applications, ambient monitoring evaluations, and CEQA review).The risk analysis algorithms and default values used in HARP2 are based on the California Office of Environmental Health Hazard Assessment (OEHHA) guidelines set forth in the revised Technical Support Document for Exposure Assessment and Stochastic Analysis.[17] All equations, default parameter values, and variable distributions encoded into HARP2 are from the OEHHA Guidance Manual. More specifically, the Air Dispersion Modeling and Risk Tool module in HARP2 allows users to:

- Calculate potential health impacts using a ground level concentration;
- Evaluate one or multiple pollutants for one or multiple receptor points;
- Calculate cancer and non-cancer (e.g., acute, 8-hour, and chronic) health impacts using the new risk assessment guidelines in the OEHHA Guidance Manual;
- Use point estimates to calculate inhalation and multi-pathway risks; and
- Perform stochastic health risk analyses.

[17] California Office of Environmental Health Hazard Assessment, Air Toxics Hot Spots Program Risk Assessment Guidelines Technical Support Document for Exposure Assessment and Stochastic Analysis, 2012, accessed at https://oehha.ca.gov/media/downloads/crnr/exposureassessment2012tsd.pdf.

Cancer Risk. Based on the OEHHA methodology, the inhalation cancer risk from annual average DPM concentrations is calculated by multiplying the daily inhalation or oral dose by a cancer potency factor, an age sensitivity factor (ASF), the frequency of time spent at home (for residents only), and the exposure duration divided by averaging time, to yield the excess cancer risk. These factors are discussed in more detail below.

Exposure through inhalation (Dose-air) is a function of breathing rate, exposure frequency, and concentration of a substance in the air. For residential exposure, breathing rates are established for specific age groups; therefore, Dose-air is calculated for each of the following age groups: third trimester, 0<2, 2<9, 2<16, 16<30 and 16-70 years. To estimate cancer risk, the dose was estimated by applying the following formula to each ground level concentration:

$$\text{Dose-air} = (C_{air} * \{BR/BW\} * A * EF * 10^{-6})$$

Where:

Dose-air	=	dose through inhalation (microgram per kilogram per day; mg/kg/day)
C_{air}	=	air concentration (µg/m^3) from air dispersion model
{BR/BW}	=	95th percentile daily breathing rate normalized to body weight (liters per kilogram [L/kg] body weight [BW]-day) (361 L\kg BW-day for third trimester, 1,090 L/kg BW-day for 0<2 years, 861 L/kg BW-day for 2<9 years, 745 L/kg BW-day for 2<16 years, 335 L/kg BW-day for 16<30 years, and 290 L/kg BW-day 16<70 years)
A	=	Inhalation absorption factor (unitless [1])
EF	=	exposure frequency (unitless), days/365 days (0.96 [approximately 350 days per year])
10^{-6}	=	conversion factor (micrograms to milligrams, liters to cubic meters)

OEHHA developed ASFs to take into account the increased sensitivity to carcinogens during early-in-life exposure. Fraction of time at home (FAH) during the day is used to adjust exposure duration and cancer risk from a specific emission source, based on the assumption that exposure to the emissions is not occurring away from home.

To estimate the cancer risk, the Dose-air is multiplied by the cancer potency factor, ASF, exposure duration divided by averaging time, and frequency of time spent at home (for residents only):

$$Risk_{inh\text{-}res} = (Dose_{air} * CPF * ASF * ED/AT * FAH)$$

Where:

$Risk_{inh\text{-}res}$	=	residential inhalation cancer risk (potential chances per million)
Dose-air	=	daily dose through inhalation (mg/kg/day)
CPF	=	inhalation cancer potency factor (mg/kg-day^{-1})
ASF	=	age sensitivity factor for a specified age group (unitless)
ED	=	exposure duration (in years) for a specified age group (0.25 years for third trimester, 2 years for 0<2, 7 years for 2<9, 14 years for 2<16, 14 years for 16<30, and 54 years for 16-70)
AT	=	averaging time of lifetime cancer risk (years)
FAH	=	fraction of time spent at home (unitless)

According to the OEHHA Guidance Manual, young children are more sensitive than adults to exposure to many carcinogens. As a conservative analysis, carcinogenic risks for populations starting from the third trimester were calculated to represent overall risks at residential receptors near the project site during all phases of construction. Further, although the maximum cancer risk could occur at different residential sensitive receptors during each construction phase due to different construction areas, as a conservative analysis, the project's maximum individual cancer risk at a residential sensitive receptor during each construction phase were added and compared with VCAPCD threshold.

Chronic Non-Cancer Hazard. Non-cancer chronic impacts are calculated by dividing the annual average concentration by the REL for that substance. The REL is defined as the concentration at which no adverse non-cancer health effects are anticipated. The following equation was used to determine the non-cancer risk:

$$\text{Hazard Quotient} = C_i/REL_i$$

Where:

C_i = Concentration in the air of substance i (annual average concentration in $\mu g/m^3$)

REL_i = Chronic non-cancer Reference Exposure Level for substance i ($\mu g/m^3$)

Construction Health Risk Assessment on On-Site Receptors

HRA was conducted to evaluate potential health risks to the on-site sensitive receptors during all phases of project construction. The analysis addresses both existing and newly introduced receptors, ensuring compliance with applicable air quality and health risk standards. During Phase 1, Phase 2a, and Phase 2b existing on-site receptors would be present within the project site during construction activities, such as City staff working within the CAP building. Further, Phase 2a would introduce new sensitive receptors, including residential and hotel uses. The HRA accounted for these additional receptors to ensure comprehensive risk evaluation.

Separate HRAs were performed for each construction phase to accurately reflect the evolving receptor conditions. On-site receptors were analyzed for exposure to construction-related emissions, ensuring compliance with applicable health risk thresholds. Further, although the maximum cancer risk could occur at different residential sensitive receptors during each construction phase due to different construction areas, as a conservative analysis, the project's maximum individual cancer risk at a residential sensitive receptor during each construction phase were added and compared with VCAPCD threshold.

Health Risk Assessment from Ventura Freeway (Highway 101)

The project proposes a mix of land uses, including residential, hotel, commercial, civic, and retail. Due to the project's proximity to Highway 101, the purpose of this analysis is to evaluate the health risk impacts likely to occur to the proposed project from on-road vehicles travelling on high-volume roadways, such as the Highway 101. The health risk impacts associated with TACs emitted by on-road trucks operating along Highway 101 adjacent to the project site have been evaluated. DPM is expected to account for the majority of cancer risk from on-road vehicles travelling on high-volume roadways, including Highway 101.[18] Therefore, this report focuses on evaluating health impacts associated with DPM emissions.[19] Based on California regulatory guidelines, DPM was used as a surrogate to calculate cancer and chronic impacts of diesel-fueled vehicle exhaust.

The emission rate for exhaust particulate matter 10 micrometers and smaller (PM_{10}), or in this case, DPM, is based on the CARB's mobile source emission inventory model, Emissions Factor 2021 (EMFAC2021; version 1.0.2) computer model. It should be noted that DPM is a major component of exhaust PM_{10}. Additionally, PM_{10} includes $PM_{2.5}$ as a subset, meaning $PM_{2.5}$ particles are part of the broader PM_{10} category. The exhaust PM_{10} emission rate from EMFAC2021 was multiplied by truck traffic volumes along Highway 101 to calculate DPM emissions. Plume height and plume width of the emissions from heavy-duty trucks were calculated using Haul Road Volume Source Calculator built in AERMOD using the roadway width of Highway 101 segment and a vehicle height of 4.57 meters (15 feet) in

[18] California Air Resource Board, *Overview: Diesel Exhaust & Health*, https://ww2.arb.ca.gov/resources/overview-dieselexhaust- and-health, accessed October 27, 2025.

[19] Pursuant to Health and Safety Code section 39661, the Scientific Review Panel (SRP / Panel) has reviewed the report Proposed Identification of Diesel Exhaust as a Toxic Air Contaminant by California Air Resources Board and the Office of Environmental Health Hazard Assessment describing the public exposure to, and health effects of, diesel exhaust; Adopted at the Panel's April 22, 1998 Meeting.

compliance with the VCAPCD guidance. In addition, Highway 101 freeway was modeled as a line-volume source. Truck traffic volume data for the modeled portion of Highway 101 was developed using publicly available information from the California Department of Transportation (Caltrans) Traffic Census Program.[20] Emissions were calculated using truck traffic data for Highway 101 links adjacent to the project site. Approximately 1 mile of Highway 101 near the project site was modeled. As a conservative analysis, the highest truck traffic volume data, 6,678 truck trips, from the most recent year 2023 was used in this analysis and used to calculate emission rates. Refer to Appendix C, for all emission calculations and AERMOD modeling results.

Operation

Operational sources of criteria pollutant emissions include area, energy, and mobile sources, which are further discussed below.

Area Sources

Area source emissions are generated from consumer products, architectural coating, and landscaping. Area source emissions are as described below:

- Architectural Coatings: As part of project maintenance, architectural coatings on the project buildings would emit emissions from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings.
- Consumer Products: Consumer products include, but are not limited to, detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds, which, when released in the atmosphere, can react to form ozone and other photochemically reactive pollutants.
- Landscape Maintenance Equipment: Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the site.

Energy Sources

Energy source emissions (i.e., generated at the site of the power generation source) would be generated because of electricity and natural gas (non-hearth) usage associated with the project. The primary use of electricity and natural gas by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. It should be noted that the project would comply with the most current version of the California Code of Regulations Title 24, and the California Green Building Standards Code (also referred to as CALGreen and is Part 11 of Title 24), which would further reduce the project's energy use.

Mobile Sources

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern (NO_X and ROG react with sunlight to form O_3 [photochemical smog], and wind currents readily transport SO_X, PM_{10}, and $PM_{2.5}$). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions have been estimated using CalEEMod, which relies on EMFAC2021 emission factors. CalEEMod predicts ROG, CO, SO_X, NO_X, PM_{10}, and $PM_{2.5}$ emissions from motor vehicle traffic associated with

[20] California Department of Transportation *Traffic Census Program,* https://dot.ca.gov/programs/traffic-operations/census, accessed October 27, 2025.

new development. According to Section 5.14, Transportation of this EIR, the proposed project would generate a net of 5,876 trips per day after considering internal trip credits and deducting trip generated from the existing on-site uses. Further, based on Section 3.0, Project Description, the project includes multiple Transportation Demand Management (TDM) strategies and VMT reduction strategies as a project design feature, which have been modeled in the CalEEMod. The following strategies are included in the project-level analysis described below:

1. TDM: Provide Ridesharing Program.
2. TDM: Implement Commute Trip Reduction Marketing.
3. Land Use: Increase in Residential Density.
4. Pedestrian: Pedestrian Improvements (on-site and along Thousand Oaks Boulevard).
5. Affordable Housing: Affordable Housing.
6. Bike Parking: Provide Bicycle Parking.

5.2.4 Impacts and Mitigation Measures

The proposed project involves two components: (1) development of two mixed-use buildings, a hotel, a park, a restaurant, associated infrastructure, hardscape, landscaping, and site improvements (herein referenced as the "development component"), and (2) development of a bandshell and associated amphitheatre, the adaptive reuse of the existing Civic Arts Plaza, and the temporary relocation of City staff and in-person public services associated with the existing City Hall to off-site location(s) within existing permitted office space within City boundaries (herein referenced as the "adaptive reuse, outdoor amphitheatre, and temporary relocation components"). An evaluation of the CEQA thresholds follows.

Consistency with Air Quality Management Plan

Impact AQ-1	**The proposed project would conflict with or obstruct implementation of the applicable air quality plan.**

Impact Analysis

Project-Level Analysis

A significant air quality impact may occur if a project is not consistent with the applicable AQMP adopted by the VCAPCD, or would in some way represent a substantial hindrance to employing the policies, or obtaining the goals, of that plan.

The proposed project is located within the South-Central Coast Air Basin, which is within the jurisdictional boundaries of the VCAPCD. Consistency with the VCAPCD 2022 AQMP means that a project is consistent with the goals, objectives, and assumptions set forth in the 2022 AQMP that are designed to achieve Federal and State air quality standards. The 2022 AQMP was adopted by the VCAPCD Air Pollution Control Board on December 13, 2022, and incorporates the scientific and technical information and planning assumptions, including the latest applicable growth assumptions from SCAG's 2020-2045 RTP/SCS, and updated emission inventory methodologies for various source categories. According to VCAPCD's Air Quality Assessment Guidelines, project consistency with the 2022 AQMP can be determined by comparing the actual population growth in the County with the projected growth rates used in the 2022 AQMP and the CARB on-road emissions forecast as a basis for vehicle emission forecasting. The projected growth rate in population is used as an indicator of future emissions from population-related emission categories in the 2022 AQMP. These emission estimates are used, in part, to project the date by which the County will attain the federal ozone standard. The County's Planning Division maintains an ongoing population tracking system. Therefore, a demonstration of consistency with the population forecasts used in the most recently adopted 2022 AQMP should be used for assessing project consistency with the 2022 AQMP.

The project would construct a 142-room hotel with guest amenities, 240 apartments, and approximately 80,546 square feet of commercial retail space within the project site. The project would also renovate the existing Civic Arts Plaza (CAP) by demolishing approximately 48,800 square feet and constructing approximately 80,900 square feet of new building area.

As of January 1, 2025, the City's population estimate is approximately 122,468 persons.[21] The project would induce population growth directly by developing 240 residential units in the City. Based on Section 5.12, Population and Housing of this EIR, buildout of the development component of the proposed project would introduce up to 660 residents, 240 dwelling units, and 152 jobs to the City; refer to Table 5.12-5, Development Component Population Increase Assumption. It is anticipated that a portion of the workforce would be drawn from existing residents or nearby communities. Employment-related population change is influenced by numerous factors, including housing availability, household preferences, and commute patterns, and cannot be predicted with certainty. As such, the assumptions used in this analysis are conservative and likely to overstate, rather than understate, potential population effects. Therefore, the proposed development component would increase the population by a total of 812 people. Based on the population forecast provided in the 2020-2045 RTP/SCS, Thousand Oaks is estimated to have approximately 144,700 residents by 2045 (the 2020-2045 RTP/SCS horizon year).[22] Therefore, between 2025 and 2045, Thousand Oaks is expected to have an estimated population growth of 22,232 residents. The project-generated 812 additional residents represent approximately 3.6 percent of the anticipated population growth in the City between 2024 and 2045. Thus, the project-generated population growth would represent a small fraction of the population growth projections in the 2020-2045 RTP/SCS. Since the VCAPCD has incorporated the 2020-2045 RTP/SCS projections into the 2022 AQMP, it can be concluded that the project would also be consistent with the 2022 AQMP.

Furthermore, the proposed project would also include a 142-room hotel and approximately 80,546 square feet of commercial retail uses. Due to the nature of these uses, the development of commercial and retail uses would not directly induce population growth. It is anticipated that a portion of the workforce would be drawn from existing residents or nearby communities. Employment-related population change is influenced by numerous factors, including housing availability, household preferences, and commute patterns, and cannot be predicted with certainty. As such, the assumptions used in this analysis are conservative and likely overstate, rather than understate, potential population effects. Further, it should be noted that the project supports the City's intended urban pattern by amending the Civic Arts Plaza specific plan (SP-11) to implement the General Plan policies, and the Downtown Core Master Plan's Primary Actions and Supporting Activities. The project proposed infill development within the Downtown Core, placing new mixed-use, hotel, commercial, and cultural uses as well as sufficient supporting infrastructure on an underutilized civic site. Therefore, with the approval of land use designation changes and specific plan amendment, the project is consistent with the types, intensity, and patterns of land use envisioned for the site and would be considered consistent with the General Plan. Further, the population, employment, and housing, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable Thousand Oaks. As the VCAPCD has incorporated these same projections into the 2022 AQMP, it can be concluded that the proposed project would be consistent with the projections.

The project site is designated "Institutional" per the General Plan Land Use Element and is zoned and regulated by the Civic Arts Plaza Specific Plan (SP-11), which governs development of the property except for the property at 1868 East Thousand Oaks Boulevard, which is designated as "Commercial Neighborhood" and zoned "Thousand Oaks Boulevard Specific Plan (SP-20)". The project proposes a General Plan Amendment to change the land use designation of 5.33-acres within the project area from Institutional to Mixed-Use and to allow exceptions to height limits under the Mixed-

[21] California Department of Finance, *Population and Housing Estimates for Cities, Counties, and the State, January 2021-2024, with 2020 Benchmark*, https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/, accessed March 17, 2025.

[22] Southern California Association of Governments, *Connect SoCal 2020, Demographics and Growth Forecast*, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579, accessed March 17, 2025.

Use designation. It also proposes a Specific Plan Amendment to revise SP-11 subarea boundaries, development standards, and entitlement procedures within the new Downtown Core area of the Civic Arts Plaza Specific Plan. Finally, the project includes a subdivision to consolidate 14 parcels into 10 parcels, adjust rights-of-way and easements, and establish new utility, access, and parking easements.

Further, it should be noted that the proposed project is consistent with the Thousand Oaks Climate & Environmental Action Plan (CEAP) GHG reduction measures as detailed in Table 5.7-8, Consistency with the Thousand Oaks Climate & Environmental Action Plan of this EIR. As shown in Table 5.7-8, the proposed project would minimize VMT to the extent feasible by concentrating development in an existing downtown, providing a pedestrian oriented layout, offering a mix of residential, commercial, recreational, and entertainment uses, and incorporating bicycle facilities. Although the project exceeds the applicable CEQA VMT threshold, CEQA significance determinations are distinct from policy consistency findings. By supporting infill development, shortening trip lengths, enabling internal trip capture, and improving conditions for walking and bicycling, the project advances the City's per capita VMT reduction objectives and is therefore consistent with the VMT reduction features.

However, while the project is generally consistent with the land use, population, and growth assumptions of the 2022 AQMP, the project's operational emissions would exceed VCAPCD thresholds. Therefore, the project would not be considered fully consistent with the 2022 AQMP. This is because VCAPCD's significance thresholds are designed to ensure that individual projects do not impede the region's progress toward attaining and maintaining federal and state air quality standards. Exceeding the VCAPCD's significance thresholds indicates that the project would generate emissions beyond those anticipated in the 2022 AQMP's control strategies and regional emissions budget, thereby conflicting with the 2022 AQMP's emissions-reduction framework.

Therefore, the proposed project is considered consistent with the VCAPCD's 2022 AQMP with respect to population and land use assumptions. However, because project's operational emissions could exceed VCAPCD thresholds, the project would be considered inconsistent with the 2022 AQMP's emissions-reduction strategy. Therefore, impacts would be significant and unavoidable.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that are located within areas subject to the 2022 AQMP. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts to implementation of the 2022 AQMP.

At full programmatic buildout, the adaptive reuse and outdoor amphitheatre components would allow up to approximately 24,970 square feet of commercial uses and 84,150 square feet of institutional uses, including up to 2,744 institutional performance venue seats. The project site is designated "Institutional" under the General Plan Land Use Element and is regulated by the Civic Arts Plaza Specific Plan (SP-11), with a portion of the site designated "Commercial Neighborhood" and regulated by the Thousand Oaks Boulevard Specific Plan (SP-20). Based on Section 5.12, Population and Housing of this EIR, buildout of the adaptive reuse component of the proposed project would introduce approximately 79 jobs to the City. It is anticipated that a portion of the workforce would be drawn from existing residents or nearby communities. Employment-related population change is influenced by numerous factors, including housing availability, household preferences, and commute patterns, and cannot be predicted with certainty. Therefore,

the proposed adaptive reuse component would increase the population by a total of 79 people. Combined with the development component, the proposed project would increase the on-site population by approximately 891 people, which would represent a small fraction of the population growth projections in the 2020-2045 RTP/SCS.

As analyzed under Project-Level Analysis, implementation of the adaptive reuse and outdoor amphitheatre components would require amendments to the General Plan and applicable specific plans to modify land use designations, development standards, and entitlement procedures within the Downtown Core area. With approval of these land use designation changes and specific plan amendments, future development facilitated by the adaptive reuse and outdoor amphitheatre components would be consistent with the types, intensity, and patterns of land use envisioned for the site and would be consistent with the General Plan.

While implementation of these components would incrementally increase employment within the City, such growth would occur in a manner consistent with adopted local land use plans and regional growth assumptions. Accordingly, development enabled by the adaptive reuse and outdoor amphitheatre components would represent infill development within an established urban area and would be consistent with the planning framework upon which regional population and employment projections are based. Therefore, the analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components. However, as discussed above, because project-related operational emissions could exceed the applicable VCAPCD thresholds, the adaptive reuse and outdoor amphitheatre components would also conflict with the emissions-reduction framework of the 2022 AQMP. As a result, impacts related to AQMP consistency would be considered significant and unavoidable, with implementation of Mitigation Measures AQ-1 through AQ-3.

MITIGATION MEASURES

PROJECT-LEVEL ANALYSIS

Refer to Mitigation Measures AQ-1, AQ-2, and AQ-3 under Impact Statement AQ-2.

PROGRAMMATIC-LEVEL ANALYSIS

Mitigation Measures AQ-1, AQ-2, and AQ-3 are also applicable to the adaptive reuse and outdoor amphitheatre components because operation of these components could also exceed the applicable VCAPCD thresholds and the emissions-reduction framework of the 2022 AQMP.

Level of Significance: Impacts would be significant and unavoidable with mitigation incorporated.

Cumulative Criteria Pollutant Emissions Impacts

Impact AQ-2	**The proposed project would 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.**

Impact Analysis

Project-Level Analysis

Construction

Short-term air quality impacts are predicted to occur during grading and construction activities associated with the project implementation. Temporary air emissions would result from the following activities:

- Particulate (fugitive dust) emissions from grading and building construction; and
- Exhaust emissions from the construction equipment and the motor vehicles of the construction crew.

The proposed project would be constructed over five phases in approximately six years, beginning in October 2027. Table 5.2-4, Unmitigated Maximum Daily Construction Emissions, presents the project's anticipated daily short-term construction emissions for all construction phases.

Table 5.2-4
Unmitigated Maximum Daily Construction Emissions

	Pollutant (pounds/day)[1,2]					
Emissions Source	**ROG**	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Phase 1						
Year 1	3.60	31.00	34.00	0.06	3.90	2.20
Year 2	2.50	22.00	24.00	0.05	3.30	1.90
Maximum Daily Emissions	**3.60**	**31.00**	**34.00**	**0.06**	**3.90**	**2.20**
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***No***	***Yes***	***N/A***	***N/A***	***N/A***	***N/A***
Phase 2a						
Year 1	3.00	27.65	29.16	0.07	4.25	2.11
Year 2	2.91	25.92	28.79	0.07	4.58	2.04
Year 3	1.87	11.52	26.44	0.04	4.56	1.28
Year 4	14.57	17.89	39.48	0.05	5.70	1.70
Maximum Daily Emissions	**14.57**	**27.65**	**39.48**	**0.07**	**5.70**	**2.11**
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***No***	***Yes***	***N/A***	***N/A***	***N/A***	***N/A***
Phase 2b						
Year 1	1.39	11.96	14.41	0.02	2.52	1.40
Year 2	1.35	11.22	14.29	0.02	2.49	1.37
Year 3	1.02	8.75	11.72	0.02	0.29	0.24
Year 4	1.70	14.52	21.57	0.04	0.65	0.43
Maximum Daily Emissions	**1.70**	**14.52**	**21.57**	**0.04**	**2.52**	**1.40**
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***No***	***No***	***N/A***	***N/A***	***N/A***	***N/A***
Phase 2c						
Year 1	1.38	12.60	15.10	0.03	2.75	1.40
Year 2	1.34	12.00	15.00	0.03	2.72	1.38
Year 3	1.15	9.47	13.60	0.03	0.94	0.40
Year 4	6.27	15.20	23.60	0.04	1.40	0.62
Maximum Daily Emissions	***6.27***	***15.20***	***23.60***	***0.04***	***2.75***	***1.40***
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***No***	***No***	***N/A***	***N/A***	***N/A***	***N/A***
Phase 3						
Year 1	0.93	8.18	1306	0.02	0.32	0.24
Year 2	4.00	14.15	23.69	0.03	0.75	0.45
Maximum Daily Emissions	***4.00***	***14.15***	***23.69***	***0.03***	***0.75***	***0.45***

Emissions Source	Pollutant (pounds/day)[1,2]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***No***	***No***	***N/A***	***N/A***	***N/A***	***N/A***

Notes: Refer to Appendix C for assumptions used in this analysis.

[1] Emissions were calculated using CalEEMod version 2022.1. Higher emissions between winter and summer are presented as a conservative analysis.

[2] The reduction/credits for construction emissions are included in CalEEMod and required by the VCAPCD Rules, including the following: properly maintain mobile and other construction equipment; replace the ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; and limit speeds on unpaved roads.

[3] VCAPCD has not established thresholds for CO, SO_2, PM_{10}, and $PM_{2.5}$. Emissions are presented for reporting purposes.

As shown in Table 5.2-4, construction related emissions would not exceed the VCAPCD emission thresholds during Phase 2b, Phase 2c, and Phase 3 construction. However, emissions from the proposed project's construction activities would exceed the VCAPCD thresholds during Phase 1 and Phase 2a for NO_x. As such, the proposed project would be required to implement Mitigation Measure AQ-1 requiring all construction equipment above 50 horsepower (HP) to use Tier 4 engines during all phases of construction.

Table 5.2-5, Mitigated Maximum Daily Construction Emissions, presents the project's anticipated daily short-term construction emissions for all construction phases with mitigation incorporated.

Table 5.2-5
Mitigated Maximum Daily Construction Emissions

Emissions Source	Pollutant (pounds/day)[1,2,4]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Phase 1						
Year 1	1.06	7.06	35.29	0.56	2.55	1.95
Year 2	0.64	5.08	24.10	0.04	2.52	1.13
Maximum Daily Emissions	**1.06**	**7.06**	**35.29**	**0.56**	**2.55**	**1.95**
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***No***	***No***	***N/A***	***N/A***	***N/A***	***N/A***
Phase 2a						
Year 1	0.90	8.03	37.40	0.08	3.42	1.35
Year 2	1.52	7.89	37.33	0.08	4.39	1.35
Year 3	1.36	6.12	28.48	0.04	4.39	1.13
Year 4	4.34	8.90	42.24	0.05	5.13	1.42
Maximum Daily Emissions	**4.34**	**8.90**	**42.24**	**0.05**	**5.13**	**1.42**
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***No***	***No***	***N/A***	***N/A***	***N/A***	***N/A***
Phase 2b						
Year 1	0.27	1.37	14.74	0.02	2.05	0.98
Year 2	0.67	5.18	14.71	0.02	2.05	0.98
Year 3	0.65	5.13	13.74	0.02	0.15	0.11
Year 4	1.13	8.43	24.08	0.03	0.44	0.13
Maximum Daily Emissions	**1.13**	**8.43**	**24.08**	**0.03**	**2.05**	**0.98**
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***No***	***No***	***N/A***	***N/A***	***N/A***	***N/A***

Emissions Source	Pollutant (pounds/day)[1,2,4]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Phase 2c						
Year 1	0.42	2.89	15.31	0.02	0.65	0.21
Year 2	0.72	5.47	15.27	0.02	0.65	0.21
Year 3	0.69	5.39	12.62	0.02	0.55	0.21
Year 4	1.62	7.56	21.24	0.03	0.84	0.31
Maximum Daily Emissions	**1.62**	**7.56**	**21.24**	**0.03**	**0.84**	**0.31**
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***No***	***No***	***N/A***	***N/A***	***N/A***	***N/A***
Phase 3						
Year 1	0.44	3.05	15.14	0.02	0.16	0.10
Year 2	1.40	6.23	26.37	0.03	0.52	0.24
Maximum Daily Emissions	**1.40**	**6.23**	**26.37**	**0.03**	**0.52**	**0.24**
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***No***	***No***	***N/A***	***N/A***	***N/A***	***N/A***

Notes: Refer to Appendix C for assumptions used in this analysis.

[1] Emissions were calculated using CalEEMod version 2022.1. Higher emissions between winter and summer are presented as a conservative analysis.

[2] The reduction/credits for construction emissions are included in CalEEMod and required by the VCAPCD Rules, including the following: properly maintain mobile and other construction equipment; replace the ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; and limit speeds on unpaved roads.

[3] VCAPCD has not established thresholds for CO, SO_2, PM_{10}, and $PM_{2.5}$. Emissions are presented for reporting purposes.

[4] Mitigation Measure AQ-1 requires all construction equipment above 50 horsepower (HP) to use Tier 4 final engines during all phases of construction

As shown in Table 5.2-5, with the implementation of Mitigation Measure AQ-1, emissions from the proposed project's construction activities would not exceed the VCAPCD thresholds during all phases of construction.

Overlapping Project Phases

As discussed, the construction of Phase 1 would be completed prior to the construction of any subsequent phases. Phase 2a, Phase 2b, and Phase 2c are physically independent from one another but have the potential to be constructed simultaneously. Phase 3 would commence upon construction completion of the prior phases. Since the construction of the proposed project (Phase 2a, Phase 2b, and Phase 2c) would have the potential for overlapping construction activities, the following evaluation quantifies the combined construction-related emissions. To present the worst-case scenario, the following evaluation quantifies the simultaneous construction emissions of all three Phase 2 project phases. Table 5.2-6, Phase 2 Overlapping Maximum Daily Construction Emissions, presents both the project's anticipated unmitigated and mitigated daily short-term construction emissions for all construction phases.

Table 5.2-6
Phase 2 Overlapping Maximum Daily Construction Emissions

Emissions Source	Pollutant (pounds/day)[1,2]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Unmitigated Phase 2 Emissions (Phase 2a+Phase 2b+Phase 2c)						
Year 1	5.77	52.21	58.67	0.12	9.52	4.91
Year 2	5.60	49.14	58.08	0.12	9.79	4.79
Year 3	4.04	29.74	51.76	0.09	5.79	1.92
Year 4	22.54	47.61	84.65	0.13	7.75	2.75
Maximum Daily Emissions	**22.54**	**52.21**	**84.64**	**0.13**	**9.79**	**4.91**

VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***No***	***Yes***	***N/A***	***N/A***	***N/A***	***N/A***
Mitigated Phase 2 Emissions (Phase 2a+Phase 2b+Phase 2c)[4]						
Year 1	1.59	12.29	67.45	0.12	6.12	2.54
Year 2	2.91	18.54	67.31	0.12	7.09	2.54
Year 3	2.70	16.64	54.84	0.08	5.09	1.45
Year 4	7.09	24.89	87.56	0.11	6.41	1.86
Maximum Daily Emissions	7.09	24.89	87.56	0.12	7.09	2.54
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***No***	***No***	***N/A***	***N/A***	***N/A***	***N/A***

Notes: Refer to Appendix C for assumptions used in this analysis.

[1] Emissions were calculated using CalEEMod version 2022.1. Higher emissions between winter and summer are presented as a conservative analysis.

[2] The reduction/credits for construction emissions are included in CalEEMod and required by the VCAPCD Rules, including the following: properly maintain mobile and other construction equipment; replace the ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; and limit speeds on unpaved roads.

[3] VCAPCD has not established thresholds for CO, SO2, PM10, and PM2.5. Emissions are presented for reporting purposes.

[4] Mitigation Measure AQ-1 requires all construction equipment above 50 horsepower (HP) to use Tier 4 final engines during all phases of construction

As shown in Table 5.2-6, construction emissions of all three Phase 2 project phases would exceed the VCAPCD emission thresholds for NO_X under the unmitigated scenario. However, with implementation of Mitigation Measure AQ-1, emissions would be reduced to under the VCAPCD thresholds during Phase 2 (Phase 2a+Phase 2b+Phase 2c) of construction. Therefore, the project would result in a less than significant impact with mitigation incorporated.

Operation

Operational emissions generated by both stationary and mobile sources would result from normal daily activities on the project site after occupation (i.e., increased concentrations of ROG, NO_X, SO_X, PM_{10}, $PM_{2.5}$, and CO). Mobile source emissions would be generated by motor vehicles traveling to and from the project site. Stationary area source emissions would be generated by the operation of landscape maintenance equipment, potential machinery, and use of consumer products. Stationary energy emissions would result from the consumption of electricity and natural gas associated with the project. Table 5.2-7, Unmitigated Long-Term Operational Air Emissions, presents the project's anticipated operational emissions. It should be noted that Phase 1 would involve construction of linear roadway and infrastructure improvements and would not involve any operational criteria pollutant emissions.

Table 5.2-7
Unmitigated Long-Term Operational Emissions

	Pollutant (pounds/day)[1,2]					
Emissions Source	**ROG**	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Phase 2a						
Summer Emissions						
Area	13.72	0.22	25.19	<0.01	0.02	0.02
Energy	0.16	2.94	2.13	0.02	0.23	0.23
Mobile	7.90	5.99	61.78	0.17	17.72	4.56
Maximum Daily Emissions	**21.79**	**9.15**	**89.10**	**0.19**	**17.98**	**4.81**
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***No***	***No***	***N/A***	***N/A***	***N/A***	***N/A***
Winter Emissions						
Area	10.65	0.00	0.00	0.00	0.00	0.00

Emissions Source	Pollutant (pounds/day)[1,2]					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Energy	0.16	2.94	2.13	0.02	0.23	0.23
Mobile	7.84	6.69	60.25	0.16	17.72	4.56
Maximum Daily Emissions	**17.96**	**9.63**	**62.38**	**0.18**	**18.95**	**4.79**
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***No***	***No***	***N/A***	***N/A***	***N/A***	***N/A***
Phase 2b						
Summer Emissions						
Area	0.20	<0.01	0.29	<0.01	<0.01	<0.01
Energy	0.01	0.21	0.17	<0.01	0.02	0.02
Mobile	1.04	0.77	7.98	0.02	2.27	0.60
Maximum Daily Emissions	***1.25***	***0.98***	***8.44***	***0.02***	***2.29***	***0.61***
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***No***	***No***	***N/A***	***N/A***	***N/A***	***N/A***
Winter Emissions						
Area	0.15	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.21	0.17	<0.01	0.02	0.02
Mobile	1.00	0.87	7.80	0.02	2.27	0.59
Maximum Daily Emissions	**1.16**	**1.08**	**7.97**	**0.02**	**2.29**	**0.61**
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***No***	***No***	***N/A***	***N/A***	***N/A***	***N/A***
Phase 2c						
Summer Emissions						
Area	2.41	0.03	3.52	<0.01	0.01	<0.01
Energy	0.03	0.58	0.48	<0.01	0.04	0.04
Mobile	6.11	4.55	46.86	0.13	13.37	3.44
Maximum Daily Emissions	**8.55**	**5.16**	**50.86**	**0.13**	**13.42**	**3.48**
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***No***	***No***	***N/A***	***N/A***	***N/A***	***N/A***
Winter Emissions						
Area	1.83	0.00	0.00	0.00	0.00	0.00
Energy	0.03	0.58	0.48	<0.01	0.04	0.04
Mobile	6.05	5.08	45.8	0.12	13.37	3.44
Maximum Daily Emissions	**7.91**	**5.66**	**46.28**	**0.12**	**13.41**	**3.48**
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***No***	***No***	***N/A***	***N/A***	***N/A***	***N/A***
Phase 3						
Summer Emissions						
Area	0.33	<0.01	0.49	<0.01	<0.01	<0.01
Energy	<0.001	0.13	0.11	<0.01	0.01	0.01
Mobile	0.84	0.61	6.47	0.02	1.91	0.49

Emissions Source	Pollutant (pounds/day)[1,2]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**1.183**	**0.74**	**7.07**	**0.02**	**1.92**	**0.50**
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***No***	***No***	***N/A***	***N/A***	***N/A***	***N/A***
Winter Emissions						
Area	0.25	0.00	0.00	0.00	0.00	0.00
Energy	<0.01	0.13	0.11	<0.01	0.01	0.01
Mobile	0.83	0.68	6.32	0.01	1.91	0.49
Maximum Daily Emissions	**1.09**	**0.81**	**6.42**	**0.01**	**1.92**	**0.50**
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***No***	***No***	***N/A***	***N/A***	***N/A***	***N/A***
Full-Buildout (Phase 2a, 2b, 2c and 3)						
Summer Emissions						
Area	16.66	0.25	29.49	<0.01	0.03	0.02
Energy	0.20	3.86	2.89	0.02	0.29	0.29
Mobile	15.89	11.92	123.09	0.34	35.27	9.08
Maximum Daily Emissions	**32.75**	**16.03**	**155.47**	**0.36**	**35.6**	**9.4**
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***Yes***	***No***	***N/A***	***N/A***	***N/A***	***N/A***
Winter Emissions						
Area	12.89	0.00	0.00	0.00	0.00	0.00
Energy	0.20	3.86	2.89	0.02	0.29	0.29
Mobile	15.91	13.43	121.17	0.31	35.60	9.15
Maximum Daily Emissions	**29.00**	**17.29**	**124.06**	**0.33**	**35.9**	**9.45**
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***Yes***	***No***	***N/A***	***N/A***	***N/A***	***N/A***

Notes: Refer to Appendix C for assumptions used in this analysis.

[1] Based on CalEEMod modeling results. Totals may be off due to rounding.

[2] VCAPCD has not established thresholds for CO, SOX, PM10, and PM2.5. Emissions are presented for reporting purposes.

[3] The emissions data modeled in CalEEMod is with the implementation of project design features, including the use of energy-efficient appliances, increase residential density and trip reduction features.

As shown in Table 5.2-7, criteria pollutants from the operation of the proposed project would not exceed the VCAPCD thresholds during the operation of individual phases. However, at full buildout, the proposed project would exceed the VCAPCD thresholds for ROG. As such, the proposed project is required to implement Mitigation Measure AQ-2 requiring the use of low VOC (less than or equal to 10 grams per liter) during the architectural coating phase, and Mitigation Measure AQ-3 requiring the project to use all electric landscaping equipment and zero VOC cleaning supplies.

Table 5.2-8, Mitigated Long-Term Operational Air Emissions, presents the project's anticipated emissions during each operational phase. As shown in Table 5.2-8, Mitigation Measures AQ-2 and AQ-3 would primarily reduce area source emissions.

Table 5.2-8
Mitigated Long-Term Operational Emissions

Emissions Source	Pollutant (pounds/day)[1,2,3]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Phase 2a						
Summer Emissions						
Area	9.34	0.00	0.00	0.00	0.00	0.00
Energy	0.16	2.94	2.13	0.02	0.23	0.23
Mobile	7.90	5.99	61.78	0.17	17.72	4.56
Maximum Daily Emissions	**17.42**	**8.93**	**63.91**	**0.19**	**17.95**	**4.79**
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***No***	***No***	***N/A***	***N/A***	***N/A***	***N/A***
Winter Emissions						
Area	9.34	0.00	0.00	0.00	0.00	0.00
Energy	0.16	2.94	2.12	0.02	0.23	0.23
Mobile	7.84	6.69	60.25	0.16	17.72	4.56
Maximum Daily Emissions	**17.35**	**9.63**	**62.38**	**0.18**	**17.95**	**4.79**
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***No***	***No***	***N/A***	***N/A***	***N/A***	***N/A***
Phase 2b						
Summer Emissions						
Area	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.21	0.17	0.00	0.02	0.02
Mobile	1.04	0.77	7.98	0.02	2.27	0.59
Maximum Daily Emissions	**1.05**	**0.98**	**8.15**	**0.02**	**2.29**	**0.61**
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***No***	***No***	***N/A***	***N/A***	***N/A***	***N/A***
Winter Emissions						
Area	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.21	0.17	0.00	0.02	0.02
Mobile	1.00	0.87	7.80	0.02	2.27	0.59
Maximum Daily Emissions	**1.01**	**1.08**	**7.97**	**0.02**	**2.29**	**0.61**
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***No***	***No***	***N/A***	***N/A***	***N/A***	***N/A***
Phase 2c						
Summer Emissions						
Area	1.62	0.00	0.00	0.00	0.00	0.00
Energy	0.03	0.57	0.48	<0.01	0.04	0.04
Mobile	6.11	4.55	46.86	0.13	13.37	3.44
Maximum Daily Emissions	**7.76**	**5.13**	**47.35**	**0.13**	**13.41**	**3.48**
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***No***	***No***	***N/A***	***N/A***	***N/A***	***N/A***

Emissions Source	Pollutant (pounds/day)[1,2,3]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Winter Emissions						
Area	1.62	0.00	0.00	0.00	0.00	0.00
Energy	0.03	0.57	0.48	<0.00	0.04	0.04
Mobile	6.05	5.08	45.80	0.12	13.37	3.44
Maximum Daily Emissions	**7.71**	**5.66**	**46.28**	**0.12**	**13.41**	**3.48**
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***No***	***No***	***N/A***	***N/A***	***N/A***	***N/A***
Phase 3						
Summer Emissions						
Area	0.22	0.00	0.00	0.00	0.00	0.00
Energy	<0.01	0.13	0.11	<0.01	0.01	0.01
Mobile	0.84	0.61	6.47	0.01	1.91	0.49
Maximum Daily Emissions	**1.07**	**0.74**	**6.58**	**0.02**	**1.92**	**0.50**
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***No***	***No***	***N/A***	***N/A***	***N/A***	***N/A***
Winter Emissions						
Area	0.22	0.00	0.00	0.00	0.00	0.00
Energy	<0.01	0.129	0.10	<0.01	0.01	0.01
Mobile	0.83	0.68	6.32	0.01	1.91	0.49
Maximum Daily Emissions	**1.06**	**0.81**	**6.42**	**0.01**	**1.92**	**0.50**
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***No***	***No***	***N/A***	***N/A***	***N/A***	***N/A***
Full-Buildout (Phase 2a, 2b, 2c and 3)						
Summer Emissions						
Area	11.18	0.00	0.00	0.00	0.00	0.00
Energy	0.20	3.85	2.89	0.02	0.30	0.30
Mobile	15.89	11.92	123.09	0.34	35.27	9.08
Maximum Daily Emissions	**27.27**	**15.77**	**125.98**	**0.36**	**35.57**	**9.38**
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***Yes***	***No***	***N/A***	***N/A***	***N/A***	***N/A***
Winter Emissions						
Area	11.18	0.00	0.00	0.00	0.00	0.00
Energy	0.20	3.86	2.87	0.02	0.30	0.30
Mobile	15.72	13.32	120.17	0.31	35.27	9.08
Maximum Daily Emissions	**27.10**	**17.18**	**123.04**	**0.33**	**35.57**	**9.38**
VCAPCD Thresholds[3]	*25*	*25*	*N/A*	*N/A*	*N/A*	*N/A*
Threshold Exceeded?	***Yes***	***No***	***N/A***	***N/A***	***N/A***	***N/A***

Notes: Refer to Appendix C for assumptions used in this analysis.

[1] Based on CalEEMod modeling results. Totals may be off due to rounding.

[2] VCAPCD has not established thresholds for CO, SOX, PM10, and PM2.5. Emissions are presented for reporting purposes.

[3] The emissions data modeled in CalEEMod is with the implementation of project design features, including the use of energy-efficient appliances, increase residential density, and trip reduction features. Additionally, mitigated emissions account for reductions associated with MM AQ-2 (low-VOC architectural coatings) and MM AQ-3 (low-VOC cleaning supplies and all electric landscaping equipment).

As shown in Table 5.2-8, with the implementation of MM AQ-2 and MM AQ-3, criteria pollutants from the operation of the proposed project would not exceed the VCAPCD thresholds during the operation of individual phases. Additionally, at full buildout, the project's operational emissions would not exceed VCAPCD thresholds, with the exception of ROG. As depicted in Table 5.2-8, ROG emissions would be primarily generated from mobile and area sources. The project incorporates multiple TDM and VMT reduction strategies to reduce mobile source emissions; refer to Section 3.0, Project Description. No additional feasible TDM or VMT reduction strategies exist that could meaningfully reduce ROG emissions. Additionally, MM AQ-2 and MM AQ-3 would reduce ROG emissions to the maximum extent feasible, and no additional area source mitigation measures exist that could further reduce ROG emissions.

Furthermore, as noted above, mobile emissions were modeled with CalEEMod, which relies on EMFAC2021 emission factors. EMFAC2021 incorporates several California mobile-source regulations such as the Advanced Clean Trucks (ACT), Zero-Emission Airport Shuttle, Heavy-Duty Vehicle and Engine Emission Warranty and Maintenance Provisions (Warranty Phase 1), and the Heavy-Duty Omnibus regulations.[23] On June 12, 2025, the federal government rescinded the Clean Air Act waivers that allowed California to enforce these regulations, and the EPA subsequently approved off-model adjustment factors on November 21, 2025, to remove the emissions benefits of these regulations from EMFAC2021.[24] Because CalEEMod has not been updated to reflect the adjustment factors, the mobile-source emissions shown in Table 5.2-8 account for the regulatory benefits and likely underestimate mobile emissions. Therefore, ROG emissions shown in Table 5.2-8 would likely exceed the VCAPCD threshold and impacts would be significant and unavoidable.

Air Quality Health Impacts

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individuals [e.g., age, gender]). In particular, O_3 precursors VOCs, also referred to as ROG and NO_X, affect air quality on a regional scale. Health effects related to ozone are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of non-attainment would produce meaningless results. Even with an exceedance of the VCAPCD regional ROG threshold, the project's incremental contribution to regional pollutant levels would remain nominal and would not produce meaningful or measurable changes in human health risk.

As noted in the Brief of Amicus Curiae by the South Coast Air Quality Management District (SCAQMD),[25] the SCAQMD acknowledged it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Further, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (SJVAPCD),[26]

[23] California Air Resources Board, EMFAC2021 Adjustment Factors Request Letter, Attachment A: EMFAC Off-Model Adjustment Factors to Remove Emissions Benefits of Advanced Clean Trucks, Zero-Emission Airport Shuttle, Warranty Phase 1, and Heavy-Duty Omnibus Regulations, available at: https://ww2.arb.ca.gov/sites/default/files/2025-12/Attachment%20A%20-%20Description%20of%20EMFAC2021%20Adjustment%20Factors.pdf, accessed February 10, 2026.

[24] United States Environmental Protection Agency, EPA Off-Model Adjustment Factors Approval Letter, available at: https://www.epa.gov/system/files/documents/2025-12/epa-off-model-adjustment-factors-approval-letter.pdf, accessed February 10, 2026.

[25] South Coast Air Quality Management District, *Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae. In the supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno*, 2014.

[26] San Joaquin Valley Air Pollution Control District, *Application for Leave to File Brief of Amicus Curiae Brief of San Joaquin Valley Unified Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party In Interest and Respondent, Friant Ranch, L.P. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno*, 2014.

SJVAPCD has acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from ozone, as an example is correlated with the increases in the ambient level of ozone in the air (concentration) that an individual person breathes. SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient ozone levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's 2012 Air Quality Management Plan, a reduction of 432 tons (864,000 pounds) per day of NO_X and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce ozone levels at the highest monitored site by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify ozone-related health impacts caused by NO_X or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations.

Accordingly, while the project would exceed the VCAPCD regional ROG threshold, the exceedance does not provide a basis for quantifying or inferring specific health effects. Given the regional nature of ozone formation, the insensitivity of photochemical models to small emission increments, and the absence of any reliable methodology to correlate project emissions with health outcomes, the project's contribution to criteria air pollutant–related health impacts would remain less than significant.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. The Project-Level Analysis applies to the adaptive reuse and outdoor amphitheatre components because these activities would involve similar construction methods, equipment, and exposure conditions, would affect the same receptors, and would be subject to the same VCAPCD thresholds and mitigation requirements. Therefore, impacts would be significant and unavoidable with mitigation incorporated.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that could be located in proximity to additional sensitive receptors. However, this component would not result in new development or significant additional employees exceeding those already accounted for with existing staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts related to criteria pollutants.

MITIGATION MEASURES

PROJECT-LEVEL ANALYSIS

MM AQ-1 The Construction Contractor shall ensure that off-road diesel construction equipment of 50 horsepower (HP) or greater shall comply with EPA/CARB Tier 4 emissions standards or equivalent and shall ensure that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. 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.

MM AQ-2 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 volatile organic compound (VOC) standard of less than 10 grams per liter.

MM AQ-3 Any development agreement or long-term lease agreement associated with any building within the project site, and in which the City is party, shall require the use of zero VOC cleaning supplies and all landscaping equipment used on public landscape areas to utilize 100 percent electric landscaping equipment (e.g., lawnmowers, leaf blowers, hedge trimmers). In addition, for any areas within the project site that are maintained by the City, the City shall utilize zero VOC cleaning supplies as well as 100 percent electric landscaping equipment. All properties shall be equipped with exterior electrical outlets to accommodate the landscape equipment requirement. Provision of such electrical requirements shall be checked by the City of Thousand Oaks Building Division prior to building permit or electrical permit issuance.

PROGRAMMATIC-LEVEL ANALYSIS

Mitigation Measures AQ-1, AQ-2, and AQ-3 are also applicable to the adaptive reuse and outdoor amphitheatre components because these components would involve similar construction methods, equipment, and exposure conditions, would affect the same receptors, and would be subject to the same VCAPCD thresholds.

Level of Significance: Impacts would be significant and unavoidable with mitigation incorporated.

Sensitive Receptors Exposure to Toxic Air Contaminant Concentrations

Impact AQ-3	**The proposed project would not expose sensitive receptors to substantial pollutant concentrations.**

Impact Analysis

Project-Level Analysis

Localized Air Quality Health Impacts

Construction

The proposed project's construction activities would involve the operation of diesel-powered equipment, which would emit DPM. In 1998, CARB identified diesel exhaust as a TAC. Cancer health risks associated with exposure to diesel exhaust is typically associated with chronic exposure, in which a 30-year exposure period often is assumed. Construction of the proposed project would be required to comply with CCR, Title 13, Sections 2449(d)(2) and 2485, to minimize the idling time of construction equipment either by shutting it off when not in use or by reducing the idling time to no more than five minutes. Implementation of these regulations would reduce the amount of DPM emissions from the construction of the proposed project. However, to further evaluate potential health risks impacts associated with TAC, including DPM emissions associated with construction, a HRA has been performed. Table 5.2-9, Maximum Individual Cancer Risk During Construction (Unmitigated), provides the total highest calculated carcinogenic risk at off-site sensitive receptors during each phase of construction.

Table 5.2-9
Project Maximum Individual Cancer Risk During Construction (Unmitigated)

Exposure Scenario	Receptors	Maximum Cancer Risk (Risk per Million)[1]	Significance Threshold (Risk per Million)	Exceeds Significance Threshold?
Phase 1 Maximum	Off-Site Receptor	13.09	10	Yes
Phase 2a Maximum	Off-Site Receptor	9.26	10	No

Exposure Scenario	Receptors	Maximum Cancer Risk (Risk per Million)[1]	Significance Threshold (Risk per Million)	Exceeds Significance Threshold?
Phase 2b Maximum	Off-Site Receptor	6.74	10	No
Phase 2c Maximum	Off-Site Receptor	3.67	10	No
Phase 3 Maximum	Off-Site Receptor	0.28	10	No
Total Maximum Of Overlapping Construction Phases (Phase 2a+Phase 2b+Phase 2c)	**Residential Sensitive Receptor**	**19.67**	**10**	**Yes**

Source: Refer to Appendix C for assumptions used in this analysis.
Notes:
[1] Refer to Appendix C.

As shown in Table 5.2-9, Project Maximum Individual Cancer Risk During Construction (Unmitigated), the total highest calculated carcinogenic risk would occur during Phase 1 and it would be approximately 13.09 in one million and would exceed the threshold of 10 in one million. As previously stated, the proposed construction activities would overlap during Phase 2. As such, the total highest calculated carcinogenic risk would occur during overlapping construction phases (Phase 2a+Phase2b+Phase 2c) and would be approximately 19.67 in one million and would exceed the threshold of 10 in one million. Further, the cumulative highest calculated carcinogenic risk from all construction activities would be approximately 33.04 in one million and would exceed the threshold of 10 in one million. As such, the impact on cancer risk would be potentially significant. However, the proposed project would be required to implement Mitigation Measure AQ-1 requiring all construction equipment above 50 HP to use Tier-4 final engines.

Table 5.2-10, Maximum Individual Cancer Risk During Construction (Mitigated), provides the highest total calculated carcinogenic risk at off-site sensitive during each phase of construction.

Table 5.2-10
Project Maximum Individual Cancer Risk During Construction (Mitigated)

Exposure Scenario	Receptors	Maximum Cancer Risk (Risk per Million)[1]	Significance Threshold (Risk per Million)	Exceeds Significance Threshold?
Phase 1 Maximum	Off-Site Receptor	2.37	10	No
Phase 2a Maximum	Off-Site Receptor	2.03	10	No
Phase 2b Maximum	Off-Site Receptor	2.60	10	No
Phase 2c Maximum	Off-Site Receptor	1.61	10	No
Phase 3 Maximum	Off-Site Receptor	0.18	10	No
Total Maximum Of Overlapping Construction Phases (Phase 2a+Phase 2b+Phase 2c)	**Residential Sensitive Receptor**	**6.24**	**10**	**No**
Total Maximum from All Construction Phases	**Off-Site Receptor**	**8.79**	**10**	**No**

Source: Refer to Appendix C for assumptions used in this analysis.
Notes:
[1] Refer to Appendix C.

As shown in Table 5.2-10, Project Maximum Individual Cancer Risk During Construction (Mitigated), the total highest calculated carcinogenic risk would occur during Phase 2b and it would be approximately 2.60 in one million and would not exceed the threshold of 10 in one million. As previously stated, the proposed project construction activities would overlap during Phase 2. As such, the total highest calculated carcinogenic risk would occur during overlapping

construction phases (Phase 2a+Phase2b+Phase 2c) would be approximately 6.24 in one million and would not exceed the threshold of 10 in one million. Further, the cumulative highest calculated carcinogenic risk from all construction activities would be approximately 8.79 in one million and would not exceed the threshold of 10 in one million. Therefore, the impact related to cancer risk would not be significant with the implementation of Mitigation Measure AQ-1.

The significance thresholds for TAC exposure also require an evaluation of non-cancer risk stated in terms of a hazard index. Non-cancer chronic hazard risk is calculated by dividing the annual average concentration by REL for that substance. The REL is defined as the concentration at which no adverse non-cancer health effects are anticipated. The potential for acute non-cancer hazards is evaluated by comparing the maximum short-term exposure level to an acute REL. RELs are designed to protect sensitive individuals within the population. The calculation of acute non-cancer hazard risk is similar to the procedure for chronic non-cancer hazard risk. Currently, OEHHA has not set an acute REL for DPM. To be conservative, the acute REL for Acrolein (i.e., 2.5 $\mu g/m^3$) is used instead given that Acrolein is a major component of diesel exhaust and is considered the worst-case acute REL for diesel exhaust emissions.

A chronic hazard index of 1.0 is considered individually significant. The maximum chronic hazard index associated with unmitigated construction emissions at residential sensitive receptors would be 0.933; therefore, impacts related to chronic health hazards during construction would be less than significant. The maximum acute hazard index associated with unmitigated construction emissions at residential sensitive receptors would be 2.5. Accordingly, the proposed project would result in less than significant impacts related to acute health hazard risks during project construction at residential sensitive receptors.

However, by complying with Mitigation Measure AQ-1, the project would reduce construction-related DPM emissions and associated acute risk, and the highest maximum chronic and acute hazard index associated with the mitigated emissions from project construction at residential sensitive receptors would be 0.06 and 0.44. It should be noted that the acute hazard was calculated using the REL of Acrolein, which only constitutes a small portion of total DPM emissions. As such, the acute hazard value presented is conservative. Therefore, the project's chronic and acute hazard index would be less than significant with mitigation incorporated.

Therefore, by complying with Mitigation Measure AQ-1, the health impacts during construction of the proposed project would be less than significant.

Operation

The proposed project would involve the development of residential, office, retail, and restaurant uses that would result in limited operational activities, including landscaping maintenance operations and boilers for restaurant uses, that would not generate excessive DPM or other TAC emissions. According to CARB, land uses that generate excess DPM or other TAC emissions include freeways and high-traffic roads, distribution centers, rail yards, ports, refineries, chrome platers, dry cleaners, and gasoline dispensing facilities.[27] The project does not include any of these uses. Therefore, operation of the proposed project is not anticipated to result in an elevated cancer or other health risk to nearby sensitive receptors, and, as such, the health impact during operation of the proposed project would be less than significant.

Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.). The VCAPCD requires a quantified assessment of CO hotspots when a project would generate indirect emissions greater than the applicable

[27] California Air Resources Board, 2005, *Air Quality and Land Use Handbook: A Community Health Perspective,* http://www.aqmd.gov/docs/default-source/ceqa/handbook/california-air-resources-board-air-quality-and-land-use-handbook-a-community-health-perspective.pdf.

ozone project significance thresholds (25 pounds per day of NO_X and ROG), and may significantly impact roadway intersections that are currently operating at, or are expected to operate at, Levels of Service (LOS) E or F. Because traffic congestion is highest at intersections where vehicles queue and are subject to reduced speeds, these hot spots are typically produced at intersections.

An operational traffic analysis was prepared as part of the Traffic, Circulation and VMT Study to analyze potential circulation system deficiencies that may result from project implementation including level of service (LOS) and queuing deficiencies; refer to Section 5.14. The traffic analysis concluded that the study-area intersections operate at an acceptable LOS under existing, existing plus project, cumulative, and cumulative plus project scenarios. Therefore, according to the VCAPCD guidelines, the project is not qualified for a quantified assessment of CO hotspots. Less than significant impacts would result in this regard.

Valley Fever

The project would not impact undisturbed land; the project is an infill development on previously disturbed land, which is not a source of Valley Fever spores. In the unlikely event that construction activities would release the spores that cause Valley Fever, 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. 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 by complying with VCAPCD Rule 55, impacts would be less than significant.

Health Risk Impacts of On-Site Sensitive Receptors

The project site is located adjacent to Highway 101. The carcinogenic and non-carcinogenic hazards resulting from the DPM emissions from trucks traveling on Highway 101 adjacent to the proposed project are calculated to be within acceptable limits. The highest overall annual concentration of diesel exhaust from Highway 101 to the proposed project's on-site sensitive receptors would be 0.05585 $\mu g/m^3$ and the highest calculated carcinogenic risk would be approximately 9.43 in one million at the on-site sensitive receptors. Furthermore, the project would be required to comply with the most recent Title 24 requirements, which require installation of MERV 13 air filters or higher. MERV 13 air filters would reduce PM_{10} concentrations by 95 percent, which would drastically lower the maximum cancer risk from DPM. Therefore, carcinogenic exposures from the trucks traveling on Highway 101 are calculated to be within acceptable limits and would not exceed VCAPCD threshold of 10 in one million.

Construction Health Risk Impacts of On-Site Sensitive Receptors

As previously stated, an HRA was conducted to evaluate potential health risks to the on-site sensitive receptors during all phases of project construction. The analysis addresses both existing and newly introduced receptors, ensuring compliance with applicable air quality and health risk standards. During Phase 1, Phase 2a, and Phase 2, existing on-site receptors would be present within the project site during construction activities, such as City staff working within the CAP building. Further, Phase 2a would introduce new sensitive receptors, including residential and hotel uses. The HRA accounted for these additional receptors to ensure a comprehensive risk evaluation. Table 5.2-11, On-Site Maximum Individual Cancer Risk During Construction (Unmitigated), provides the total highest calculated carcinogenic risk at on-site sensitive receptors during each phase of construction.

Table 5.2-10
On-Site Maximum Individual Cancer Risk During Construction (Unmitigated)

Exposure Scenario	Receptors	Maximum Cancer Risk (Risk per Million)[1]	Significance Threshold (Risk per Million)	Exceeds Significance Threshold?
Phase 1 Maximum	On-Site Receptors	<0.01	10	No
Phase 2a Maximum	On-Site Receptors	0.84	10	No
Phase 2b Maximum	On-Site Receptors	0.85	10	No
Phase 2c Maximum	On-Site Receptors	0.44	10	No
Phase 3 Maximum	On-Site Receptors	0.01	10	No
Total Maximum Of Overlapping Construction Phases (Phase 2a+Phase 2b+Phase 2c)	On-Site Receptors	**2.16**	**10**	**No**

Source: Refer to Appendix C for assumptions used in this analysis.
Notes:
[1] Refer to Appendix C.

As shown in Table 5.2-11, the total highest calculated carcinogenic risk would be approximately 0.85 in one million and would occur during Phase 2b construction activities. In Table 5.2-11, the total highest calculated carcinogenic risk from all construction activities would be approximately 2.16 and would not exceed the threshold of 10 in one million. The impact to cancer risk would be not potentially significant. However, the project would be required to implement Mitigation Measure AQ-1 requiring all construction equipment above 50 HP to use Tier-4 final engines. Therefore, with the implementation of Mitigation Measure AQ-1, the total highest calculated carcinogenic risk would be less than that shown in Table 5.2-11. As such, the impact to cancer risk would be less than significant with mitigation incorporated.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. At full buildout, the adaptive reuse and outdoor amphitheatre components would result in a maximum buildout potential of up to 24,970 square feet of commercial uses and 84,150 square feet of institutional uses, including 2,744 institutional performance venue seats. However, the Project-Level Analysis applies to the adaptive reuse and outdoor amphitheatre components because these activities would involve similar construction methods, equipment, and exposure conditions, would affect the same receptors, and would be subject to the same VCAPCD thresholds and mitigation requirements. Therefore, impacts in this regard would be less than significant with implementation of Mitigation Measure AQ-1.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that could be located in proximity to additional sensitive receptors. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts on sensitive receptors.

MITIGATION MEASURES

PROJECT-LEVEL ANALYSIS

Refer to Mitigation Measure AQ-1.

PROGRAMMATIC-LEVEL ANALYSIS

Mitigation Measure AQ-1 is also applicable to the adaptive reuse and outdoor amphitheatre components because they would involve construction in proximity to the same sensitive receptors.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

Objectionable Odors Exposure

Impact AQ-4	**The proposed project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.**

Impact Analysis

Project-Level Analysis

According to VCAPCD's Air Quality Assessment Guidelines, land uses associated with odor complaints typically include wastewater treatment plants, landfills, composting, chemical plants, fiberglass operations, food processing facilities, dairies, rendering plants, refineries, and agricultural uses. A significant impact may occur if the proposed project would result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Odors can cause a variety of responses, depending on factors such as frequency (how often), intensity (strength), duration (in time), offensiveness (unpleasantness), location, and sensory perception.

The proposed project involves construction of a mix of land use types, including residential, hotel, institutional, and recreational uses and does not include any uses identified by the VCAPCD as being associated with odor complaints. During operation the project would include enclosure for trash and recyclable bins, to be emptied on a regular basis, and therefore would not generate objectionable odors that adversely affect a substantial number of people. As such, odor impacts of the project during operation would be less than significant.

Construction activities associated with the project may generate detectable odors from the application of certain materials (i.e., asphalt, paints, etc.) and heavy-duty equipment exhaust. However, construction-related odors would be short-term in nature and mostly confined to the immediate vicinity of construction equipment or the surface in question. Such odors would dissipate into the air and if they reached sensitive receptor sites would be diluted to well below any concentrations that would cause an air quality concern. Further, odors produced by materials would begin to wane immediately after application and would cease when the materials dry, and odors produced by machinery would only be present while machinery is operating. In addition, the project would be required to comply with the CCR, Title 13, sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would reduce the detectable odors from heavy-duty equipment exhaust. In addition, compliance with VCAPCD Rule 74.2, which requires VOC content of paints not exceeding 50 grams per liter. Further, the proposed project is also subjected to Mitigation Measure AQ-2 requiring the use of low VOC (less than or equal to 10 grams per liter) during the architectural coating phase, and Mitigation Measure AQ-3 requiring the use of zero VOC cleaning supplies. Any project odor impacts to the existing adjacent land uses and the closest nearby sensitive receptors or those visiting the proposed project would be short-term and not substantial as these odors would quickly dissipate. As such, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people during construction. Impacts would be less than significant in this regard.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. Land uses associated with the adaptive reuse

and outdoor amphitheatre components would not include any uses identified by the VCAPCD as being associated with odor complaints. Further, the adaptive reuse and outdoor amphitheatre components would involve similar construction methods, equipment, and exposure conditions, would affect the same receptors, and would be subject to the same VCAPCD Rules and mitigation requirements and would not result in construction related odors. As such, the analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components. Therefore, impacts in this regard would be less than significant.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that could be located in proximity to land use types that produce odors. However, this component would not result in new development or significant additional employees exceeding those accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts related to odor exposure.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Less than significant impacts would occur.

5.2.5 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." As outlined in Table 4-1 and illustrated on Exhibit 4-1 cumulative projects are situated in the site vicinity.

Cumulative Consistency With Applicable Air Quality Management Plan

- The proposed project, combined with other cumulative projects, would conflict with or obstruct implementation of the applicable air quality plan.

Impact Analysis

Future related projects would be required to analyze project-level consistency with applicable air quality plans, including the 2022 AQMP. As analyzed above, operational concentrations of criteria air pollutants of the project would not exceed VCAPCD thresholds, with the exception of ROG. Because a VCAPCD threshold exceedance indicates that a project would contribute emissions beyond those anticipated in the 2022 AQMP, the project's ROG emissions would likely contribute to an increase in the frequency or severity of existing air quality violations and therefore represent a cumulatively considerable contribution to a significant cumulative air quality impact. Although the project would be consistent with the VCAPCD and SCAG goals and policies, and the growth anticipated by the project would align with SCAG's regional growth forecast and the 2022 AQMP, the VCAPCD ROG threshold exceedance would result in a cumulatively considerable contribution to a significant cumulative impact. Therefore, cumulative air quality impacts associated with ROG emissions would be significant and unavoidable.

MITIGATION MEASURES

Refer to Mitigation Measures AQ-1, AQ-2, and AQ-3.

Level of Significance: Impacts would be significant and unavoidable with mitigation incorporated.

Cumulatively Considerable Net Increase of Criteria Pollutants

- The proposed project, combined with other cumulative projects, would 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.

Impact Analysis

Construction

The VCAPCD neither recommends quantified analyses of cumulative construction emissions, nor does it provide separate methodologies or thresholds of significance to be used to assess cumulative construction impacts. The VCAPCD significance thresholds for construction are intended to meet the objectives of the 2022 AQMP to ensure the NAAQS and CAAQS are not exceeded. As the project applicant has no control over the timing or sequencing of cumulative projects in the project vicinity, any quantitative analysis to ascertain the daily construction emissions that assumes multiple, concurrent construction would be speculative. Future cumulative projects would also be required to analyze construction emission impacts on a project-level under CEQA and implement mitigation as needed.

As indicated in Table 5.2-6, the project would not result in short-term air quality impacts as the project-level emissions would not exceed the VCAPCD adopted construction thresholds with the implementation of Mitigation Measure AQ-1. Therefore, the project would not result in cumulatively considerable impacts with regards to short-term construction air quality emissions.

Operation

The VCAPCD has set forth both a methodological framework as well as significance thresholds for the assessment of a project's cumulative operational air quality impacts. The VCAPCD's approach for assessing cumulative impacts is based on the VCAPCD's 2022 AQMP forecasts of attainment of NAAQS in accordance with the requirements of the Federal and State CAAs. This forecast also considers SCAG's 2020-2045 RTP/SCS forecasted future regional growth. As such, the analysis of cumulative impacts focuses on determining whether the project is consistent with the growth assumptions upon which the VCAPCD's 2022 AQMP is based. If the project is consistent with the growth assumptions, then the future development would not impede the attainment of NAAQS, and a significant cumulative air quality impact would not occur.

As discussed above, the project's operational emissions would not exceed the VCAPCD operational thresholds, with the exception of ROG. Because a VCAPCD threshold exceedance indicates that a project would contribute emissions beyond those anticipated in the 2022 AQMP, the project's ROG emissions would likely contribute to an increase in the frequency or severity of existing air quality violations and therefore represent a cumulatively considerable contribution to a significant cumulative air quality impact. Although emission reduction technologies, strategies, and plans continue to advance, the project's exceedance of the ROG VCAPCD threshold demonstrates a substantial contribution to regional ozone precursor emissions. Therefore, due to the project's exceedance of the VCAPCD ROG threshold, cumulative operational air quality impacts would be significant and unavoidable.

MITIGATION MEASURES

Refer to Mitigation Measures AQ-1, AQ-2, and AQ-3.

Level of Significance: Impacts would be significant and unavoidable with mitigation incorporated.

Exposure of Sensitive Receptors to Substantial Pollutant Concentrations

- The proposed project, combined with other cumulative projects, would not expose sensitive receptors to substantial pollutant concentrations.

Impact Analysis

Construction

Construction activities associated with the project would not expose sensitive receptors to substantial pollutant concentrations. As discussed under Impact Statement AQ-3, project-level localized air quality construction health impacts would not exceed VCAPCD-adopted significance thresholds with implementation of Mitigation Measure AQ-1. In addition, future cumulative projects in the vicinity would be required to evaluate construction-related emissions and implement mitigation measures, as necessary, under CEQA. Therefore, construction of the project, when considered in combination with other cumulative development, would not result in substantial pollutant concentrations at sensitive receptor locations.

Operation

Operational emissions from the project would not expose sensitive receptors to substantial pollutant concentrations. As demonstrated in the project-level analysis, localized air quality operational health impacts would not exceed VCAPCD-adopted thresholds. In addition, ongoing advancements in emission reduction technologies, strategies, and regulatory programs would further reduce regional air pollutant concentrations over time.

Accordingly, the project would not expose sensitive receptors to substantial pollutant concentrations, and cumulative impacts related to sensitive receptor exposure would be less than significant.

MITIGATION MEASURES

Refer to Mitigation Measure AQ-1.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

Objectional Odors Exposure

- The proposed project, combined with other cumulative projects, would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Impact Analysis

According to VCAPCD's Air Quality Assessment Guidelines, land uses associated with odor complaints typically include wastewater treatment plants, landfills, composting, chemical plants, fiberglass operations, food processing facilities, dairies, rendering plants, refineries, and agricultural uses. A significant impact may occur if the proposed project would result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Odors can cause a variety of responses, depending on factors such as frequency (how often), intensity (strength), duration (in time), offensiveness (unpleasantness), location, and sensory perception.

The proposed project and related projects would be required to comply with VCAPCD Rule 74.2, which requires VOC content of paints not exceeding 50 grams per liter. In addition, the project would be required to comply with the CCR, Title 13, sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. Therefore, the potential cumulative impacts from odors generated by the proposed project and the related projects would be less than significant.

The proposed project would comply with VCAPCD Rule 74.2 and would not include land uses known to generate substantial odors. The proposed project's contribution to cumulative impacts associated with odors would not be cumulatively considerable, and, as such, cumulative impacts associated with odors during construction and operation would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.2.6 Significant Unavoidable Impacts

As analyzed under Impact Statement AQ-1, while the proposed project is generally consistent with the land use, population, and growth assumptions of the 2022 AQMP, the project's operational emissions would exceed VCAPCD thresholds. Therefore, the project would not be considered fully consistent with the 2022 AQMP. Additionally, as analyzed under Impact Statement AQ-2, at full buildout, the project's operational emissions would exceed VCAPCD thresholds for ROG. Mitigation Measures AQ-2 and AQ-3 would reduce ROG emissions to the maximum extent feasible, but no additional area source mitigation measures exist that could further reduce ROG emissions. As such, the proposed project would have a significant impact on the environment.

INTENTIONALLY LEFT BLANK

5.3 Biological Resources

This section addresses the potential impacts on biological resources associated with the construction and implementation of the proposed project. As part of the biological review, various data sources (see below) were considered by Michael Baker International (Michael Baker). Following the data review, surveys were performed by Michael Baker at the project site on June 20, 2025, during which conditions on-site and in the surrounding areas were documented by a staff biologist. As part of the surveys, the project site was evaluated for the presence of native habitats that may support populations of sensitive wildlife species. The 17.91-acre survey area was also evaluated for the presence of sensitive habitats, including wetlands, vernal pools, riparian habitats, and jurisdictional areas.

The Michael Baker Biological Resources Assessment, dated February 06, 2026, provided in Appendix D, is based on data from the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) project planning tool, California Department of Fish and Wildlife (CFDW) California Natural Diversity Database RareFind 5 (CNDDB), and California Native Plant Society's (CNPS) Inventory of Rare and Endangered Plants of California (IRP). The analysis in this section is also based on the Downtown Thousand Oaks Project Arborist Report (Arborist Report), prepared by Bancroft Construction Services, dated January 9, 2026, included in Appendix E.

5.3.1 Existing Setting

Regional Setting

The project site is located in southeastern Ventura County, within a valley between the Simi Hills to the north and the Santa Monica Mountains to the south. Climate conditions in the region vary considerably and are representative of the California Mediterranean climate. The average high temperature is up to 75°F and the average low temperature is 51°F. The annual average precipitation is 16 inches. Rainfall occurs most frequently in February, with an average rainfall of 3.43 inches.[28]

Existing Site Conditions

The project area encompasses approximately 17.68 acres and is located within Township 01 North, Range 18 West of the Thousand Oaks, CA 7.5-minute United States Geological Survey (USGS) topographic quadrangle map. The project site is located in an urbanized environment in the southeastern portion of the City. Surrounding areas are developed with urban uses, including residential, retail/commercial, and service-oriented uses. The project site generally slopes down to the northwest, with elevations ranging from approximately 890 feet along the southern property boundary adjacent to the Ventura Freeway (Highway 101) to 814 feet at the northwest corner of the project site adjacent to East Thousand Oaks Boulevard.

The southeastern portion of the project area is currently developed with the 129-foot-tall, 208,920 square-foot Civic Arts Plaza (CAP), which is currently occupied with a variety of uses, including the existing City Hall government offices, a Thousand Oaks Police Department outpost, County Clerk offices, a 1,800-seat performing arts complex (Kavli Theatre), a 394-seat mid-size theatre (Scherr Forum), and several outdoor terraces separated by a large water feature and stepped landscape planters. A separate six-story parking structure, which contains approximately 760 parking spaces, is located in the south-central portion of the project site adjacent to Highway 101 and is accessed from East Thousand Oaks Boulevard via Dallas Drive. Landscaped xeriscape lawns cover the setback areas between the existing CAP complex and East Thousand Oaks Boulevard. The area north of the existing parking structure and south of the three commercial structures located along the East Thousand Oaks Boulevard frontage is largely undeveloped and currently serves as parking and storage space for the commercial uses.

[28] Climate Data. *Thousand Oaks Climate.* N.d. https://en.climate-data.org/north-america/united-states-of-america/california/thousand-oaks-1421/. Accessed November 16, 2025.

Soils on-site consist of the following types:

- Urban Land-Typic Xerorthents, terraced-Gilroy Complex, 5 to 20 percent slopes;
- Cibo clay, 15-30 percent slopes, MLRA 20;
- Hambright rockly clay loam, 30 to 50 percent slopes; and
- Linne silty clay loam, 15 to 30 percent slopes, eroded.

Vegetation Communities and Land Covers

The project site supports developed, disturbed, and landscaped land cover types. Within the survey area, developed land occupies 14.63 acres, disturbed land occupies 1.96 acres, and landscaped land occupies 1.32 acres.

Developed areas within the project site include structures, roadways, and sidewalks. Extensive landscaped areas anchored by mature trees occur around the CAP and parking structure. Vegetation observed on-site and within the survey area include mature native species, including: Valley oak (*Quercus lobata*), coast live oak (*Quercus agrifolia*), California sycamore (*Platanus racemosa*), native toyon (*Heteromeles arbutifolia*), and mature non-native species, including: Peruvian pepper (*Schinus molle*), crape myrtle (*Lagerstroemia indica*), Chinese pistache (*Pistacia chinensis*), Deodar cedar (*Cedrus deodara*), Brisbane box (*Lophostemon confertus*), and Canary Island pine (*Pinus canariensis*). Ornamental shrubs, flowers, and other herbaceous plants occur as understory in landscaped areas, with other areas consisting of open lawn or mulch.

Disturbed areas within the project site occur behind the commercial uses located along East Thousand Oaks Boulevard, in the western portion of the project site. This area consists of sparse vegetative cover with bare ground, and based on historical aerial photography, has occasionally been used as an area to store/park automobiles. Non-native black mustard (*Brassica nigra*) and unidentifiable grass species were observed during the field survey. This area is located within a City-responsible brush clearance/weed abatement area and is mowed to remain compliant with Ventura County Fire Department requirements. A few coast live oak trees occur in the southern portion of this disturbed area.

An area in the far southeastern portion of the project site includes a small hill adjacent to Highway 101, South Conejo School Road, and the access road to the existing loading area for the CAP. Oak trees have been planted on the hillside, primarily along the service road leading into the project site. Additional oak trees and eucalyptus trees with a grassy understory are present. This area has not been developed; however, routine maintenance has been performed, including tree trimming and irrigation repairs, and the area is irrigated.

General Wildlife Inventory

A total of eight wildlife species, six birds, one mammal, and one reptile were observed during the field survey, including: American crow (*Corvus brachyrhynchos*), house finch (*Haemorhous mexicanus*), western gull (*Larus occidentalis*), northern mockingbird (*Mimus polyglottos*), house sparrow (*Passer domesticus*), black phoebe (*Sayornis nigricans*), eastern fox squirrel (*Sciurus niger*), and western fence lizard (*Sceloporus occidentalis*). Small burrows, approximately 2 inches in diameter, were observed in mulched areas beneath oak trees adjacent to the CAP. No signs of recent use were found, and debris had collected in the burrows. No active bird nests were detected, and bird activity was generally low during the field survey. The project site lacks aquatic habitats that may support fish or amphibian species.

The project site provides nesting habitat for most year-round and seasonal avian residents in the form of mature trees and other vegetation, as well as existing structures on-site. The project site is subject to regular, high-intensity disturbances, including a high frequency of human visitation, vehicle traffic, and other disturbances typical of an active civic space. During the night, security and decorative lighting further limit the suitability of the project site for bird nesting, and landscape trees in the survey area appear to be regularly maintained, decreasing the suitability of the on-site and adjacent trees for bird nesting. However, bird species adapted to nesting in urbanized environments could potentially nest in the project site.

During the field survey, the biologist also assessed the suitability of the project site to provide maternity roosting and day- or night-roosting habitat for bats. Caves, crevices, and man-made structures such as bridges and large abandoned buildings that provide suitable colonial maternity roosting habitat are not present at the project site; however, individuals or small groups of bats can utilize tree foliage and small crevices and cavities within trees, and man-made structures for day- and/or night-roosting. No individuals or signs of bats (i.e., guano, urine staining) were observed. The same human disturbances described above that affect bird nesting on-site also limit the project site's suitability to support day- and night-roosting bats. Additionally, landscape trees in the survey area appear to be maintained, decreasing the suitability of on-site trees for bat roosting. Because of these regular human disturbances and the maintained nature of trees and structures on-site, the project site is not likely to provide suitable roosting habitat for bat species, and they are unlikely to occur at the project site.

Special-Status/Sensitive Biological Resources

Sensitive Natural Communities

Thirteen natural communities considered sensitive by the CDFW were identified during the review of the CNDDB for the Thousand Oaks and the surrounding eight USGS 7.5-minute quadrangle maps. The identified communities include the following: California Walnut Woodland, Cismontane Alkali Marsh, Southern California Coastal Lagoon, Southern California Steelhead Stream, Southern Coast Live Oak Riparian Forest, Southern Coastal Salt Marsh, Southern Mixed Riparian Forest, Southern Riparian Forest, Southern Riparian Scrub, Southern Sycamore Alder Riparian Woodland, Southern Willow Scrub, Valley Needlegrass Grassland, and Valley Oak Woodland. However, the project site consists of developed, disturbed, and landscaped land cover types. The project site does not support native vegetation communities, and there are no sensitive natural communities present.

Special-Status Plant Species

A combined total of 64 special-status plant species were reported in the CNDDB and IRP from the Thousand Oaks and the surrounding eight quadrangle maps, and from the project region in IPaC. No special-status plants were identified in the project site during the field survey. Based on the results of the field survey, a review of the specific habitat preferences, distributions, and elevation ranges, Michael Baker determined that none of the special-status plant species identified during the database reviews are expected to occur within the project site.

Special-Status Wildlife Species

A combined total of 54 special-status wildlife species were reported in the CNDDB from the Thousand Oaks and the surrounding eight quadrangle maps, and from the project region in IPaC. No special-status wildlife species were identified within the project site during the field survey. Based on results of the field survey and a review of specific habitat preferences, distributions, and elevation ranges, Michael Baker determined one species, Crotch's bumble bee (*Bombus crotchii*), has some potential to occur on-site and is discussed further below. All remaining special-status wildlife species identified during the database reviews are not expected to occur within the project site.

Crotch's Bumble Bee

This species was designated by the California Fish and Game Commission as a Candidate for listing under the California Endangered Species Act in 2022. It is typically found in open grasslands and shrublands and requires floral resources for foraging and underground cavities for nesting. Plant species from a variety of Families, including Polygonaceae (smart weed-buckwheat family), Scrophulariaceae (figwort family), and Solanaceae (nightshade family) are required for nectar and pollen; however, other native and non-native plants may also provide suitable foraging resources. Underground cavities such as rodent burrows are suitable for nesting, and leaf litter and other dead plant material can provide overwintering sites.

No CNDDB records of this species were identified within three miles of the project site; however, a review of the records from the project vicinity indicates a number of observations have been made within the past ten years from undisturbed habitats around the City. Further, a review of Bumble Bee Watch (2026) identified observations of the species within the past three years and up to within one mile of the project site.

Due to the developed and disturbed nature of the project site, suitable nesting and overwintering habitat is limited; however, flowering plants potentially suitable for foraging by the species are present. With recent observations of the species documented from areas around the City in the CNDDB and Bumble Bee Watch databases and with the presence of potentially suitable foraging resources on-site, this species has some potential to occur, most likely as a migrating or foraging transient.

Critical Habitat

Under the U.S. Endangered Species Act (ESA), the USFWS establishes Critical Habitat for species listed as threatened or endangered. Critical Habitat refers to specific areas within the geographical range of a species that were occupied at the time it was listed that contain the physical or biological features that are essential to the survival and eventual recovery of that species and that may require special management considerations or protection, regardless of whether the species is still extant in the area. Areas that were not known to be occupied at the time a species was listed can also be designated Critical Habitat if they contain one or more of the physical or biological features that are essential to that species' conservation and if the other areas that are occupied are inadequate to ensure the species' recovery. The project site does not coincide with any USFWS-established Critical Habitat. The nearest Critical Habitat occurs approximately 0.90 miles south-southwest of the project site for the endangered Lyon's pentachaeta (Pentachaeta lyonia).

State and Federal Jurisdictional Aquatic Features

Three key agencies regulate activities within inland lakes, streams, wetlands, and riparian areas in California. The U.S. Army Corps of Engineers (USACE) Regulatory Branch regulates activities that result in the discharge of dredged or fill material into waters of the U.S., including wetlands, pursuant to Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Of the State agencies, the Regional Water Quality Control Board (RWQCB) regulates discharges to waters of the State, including wetlands, pursuant to Section 401 of the CWA, Section 13263 of the California Porter-Cologne Water Quality Control Act, State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State, and the CDFW regulates alterations to lakes, streambeds, and associated riparian habitat pursuant to Section 1600 et seq. of the California Fish and Game Code (CFGC).

Based on a review of aerial photography, the Thousand Oaks quadrangle map, and USFWS National Wetland Inventory (NWI) mapping, no potentially jurisdictional aquatic features occur within the project site, and no indications of such features were observed during the field survey.

Wildlife Corridors and Habitat Linkages

Wildlife corridors link areas of suitable habitat that are otherwise separated by areas of non-suitable habitat, such as rugged terrain, changes in vegetation, or human disturbance. Wildlife corridors are essential to the regional ecology of a species because they provide avenues of genetic exchange and allow animals to access alternative territories as dictated by fluctuating population densities. Fragmentation of open space areas by urbanization creates "islands" of wildlife habitat that are more or less isolated from each other. Corridors mitigate the effects of this fragmentation by (1) allowing animals to move between remaining habitats, thereby permitting depleted populations to be replenished and promoting genetic exchange; (2) providing escape routes from fire, predators, and human disturbances, thus reducing the risk of catastrophic events (such as fire or disease) that could lead to local extinction; and (3) serving as travel routes for individual animals as they move within their home ranges in search of food, water, mates, and shelter. Wildlife corridors are usually bound by urban land areas or other areas unsuitable for wildlife. The corridor generally

contains suitable cover, food, and/or water to support species and facilitate movement while in the corridor. Larger, landscape-level corridors (often referred to as "habitat or landscape linkages") can provide both transitory and resident habitat for a variety of species. Although it is commonly used as a synonym for wildlife corridor, a habitat linkage refers to a more substantial, or wider, land connection between two habitat areas. Habitat linkages allow for the periodic exchange of animals between habitat areas, which is essential to maintain adequate gene pools.

The survey area is not located within any habitat connectivity and wildlife corridors, or critical wildlife passage areas identified in the Ventura Code of Ordinances, Division 8, Chapter 1, Article 4, Section 8104-7. Wildlife movement into or out of the project site is reduced by the presence of high-traffic roadways (i.e., Highway 101, East Thousand Oaks Boulevard) and existing commercial and residential developments in the surrounding area, which have fragmented the connection between the project site and any naturally-occurring vegetation communities. Highway 101, located adjacent to the project site, restricts the movement of wildlife between open space areas just south of Highway 101, such as the Conejo Ridge Open Space, and the project site. Further, elevated noise levels, vehicle traffic, lighting, and human presence associated with surrounding development and roadways decrease the suitability of the project site, and the general surrounding area, to be used as a wildlife movement corridor or linkage.

Protected Trees

Native trees protected by the City in accordance with the City of Thousand Oaks Municipal Code (Municipal Code) Article 42 – Oak Trees and Article 43 – Landmark Trees are scattered throughout the project site, with most of the large and mature protected trees occurring within the eastern portion of the site that is currently used as open space/a community park. A total of 122 existing protected trees occur within the proposed area of disturbance, including 31 valley oaks (*Quercus lobata*), 77 coast live oaks (*Quercus agrifolia*), one (1) holly oak (*Quercus ilex*), five (5) California sycamores (*Platanus racemosa*), and eight (8) toyons (*Herteromeles arbutifolia*) that are considered "Landmark" trees according to Municipal Code Section 9-4.4302.

5.3.2 Regulatory Setting

The following provides a general description of the applicable regulatory requirements for the proposed 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 killing 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. If an active bird nest is destroyed or if project activities result in indirect impacts (e.g., nest abandonment, loss of reproductive effort) to nesting birds, it is considered a "take" in violation of the MBTA.

In 1972, the MBTA was amended to include protection for migratory birds of prey (i.e., raptors). Six families of raptors occurring in North America were included in the amendment: Accipitridae (kites, hawks, and eagles); Cathartidae (New World vultures); Falconidae (falcons and caracaras); Pandionidae (ospreys); Strigidae (typical owls); and Tytonidae (barn owls). The provisions of the 1972 amendment to the MBTA protect all species and subspecies of the families listed above. The MBTA protects over 800 species, including geese, ducks, shorebirds, raptors, songbirds, and many relatively common species.

Federal Endangered Species Act

As defined within the Federal Endangered Species Act (FESA), an endangered species is any animal or plant listed by regulation as being in danger of extinction throughout all or a significant portion of its geographical range. A threatened species is any animal or plant that is likely to become endangered within the foreseeable future throughout all or a

significant portion of its geographical range. Without a special permit, federal law prohibits the "take" of any individuals or habitat of federally listed species. Under Section 9 of the FESA, take is defined as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or attempt to engage in any such conduct." The term "harm" has been clarified to include "any act which actually kills or injures fish or wildlife and emphasizes that such acts may include significant habitat modification or degradation that significantly impairs essential behavioral patterns of fish or wildlife." Enforcement of FESA is administered by the USFWS.

Under the definition used by the FESA, Critical Habitat refers to specific areas within the geographical range of a species that were occupied at the time it was listed that contain the physical or biological features that are essential to the survival and eventual recovery of that species and that may require special management considerations or protection, regardless of whether the species is still extant in the area. Areas that were not known to be occupied at the time a species was listed can also be designated as Critical Habitat if they contain one or more of the physical or biological features that are essential to that species' conservation and if the occupied areas are inadequate to ensure the species' recovery. If a project may result in take or adverse modification to a species' designated Critical Habitat and the project has a federal nexus, the project proponent may be required to provide suitable mitigation. Projects with a federal nexus may include projects that occur on federal lands, require federal permits (e.g., federal CWA Section 404 permit), or receive any federal oversight or funding. If there is a federal nexus, then the federal agency that is responsible for providing funds or permits would be required to consult with the USFWS under the FESA.

Whenever federal agencies authorize, fund, or carry out actions that may adversely modify or destroy Critical Habitat, they must consult with the USFWS under Section 7 of the FESA. The designation of Critical Habitat does not affect private landowners, unless a project they are proposing uses federal funds, or requires federal authorization or permits (i.e., funding from the Federal Highway Administration or a permit from the USACE).

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 State Water Resources Control Board (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 CWA 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

In addition to federal laws, the State of California has its own California Endangered Species Act (CESA), enforced by the CDFW. The CESA program maintains a separate listing of species beyond the FESA, although the provisions of each act are similar.

State-listed threatened and endangered species are protected under provisions of the CESA. The CESA provides a process for the CDFW to list species as threatened or endangered in response to a citizen petition or by its own initiative (Fish and Game Code Section 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 Section 2080). Activities that may result in "take" of individuals (defined in CESA as; "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") are regulated by the CDFW. Habitat degradation or modification is not included in the definition of "take" under CESA. Nonetheless, the CDFW has interpreted "take" to include the destruction of nesting, denning, or foraging habitat necessary to maintain a viable breeding population of protected species. Section 2081 allows the 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 Section 2081).

The State of California considers an endangered species as one whose prospects of survival and reproduction are in immediate jeopardy. A threatened species is considered as one present in such small numbers throughout its range that it is likely to become an endangered species in the near future in the absence of special protection or management. A candidate species is one that potentially qualifies for listing under CESA, pending a formal review and assessment of available data; these species are afforded all of the same legal protections as if they were already listed. A rare species is one that is considered present in such small numbers throughout its range that it may become endangered if its present environment worsens. State threatened, endangered, and candidate species are fully protected against take, as defined above.

The CDFW has also produced a species of special concern list to serve as a species watch list. Species on this list are either of limited distribution or their habitats have been reduced substantially, such that a threat to their populations may be imminent. Species of special concern may receive special attention during environmental review, but they do not have formal statutory protection. At the federal level, the USFWS also uses the label "species of concern" as an informal term that refers to species which might need concentrated conservation actions. As the species of concern designated by the USFWS do not receive formal legal protection, the use of the term does not necessarily ensure that the species will be proposed for listing as a threatened or endangered species.

California Department of Fish and Game Code

Sections 3503, 3503.5, 3511, and 3513

The CDFW administers the California Fish and Game Code (CFGC). There are particular sections of the CFGC that are applicable to natural resource management. For example, Section 3503 makes it unlawful to destroy any birds' nest or any birds' eggs that are protected under the MBTA. Further, any birds in the orders *Falconiformes* or *Strigiformes* (birds of prey), such as hawks, eagles, and owls, are protected under Section 3503.5, which makes it unlawful to take, possess, or destroy their nest or eggs. A consultation with CDFW may be required prior to the removal of any bird of prey nest that may occur on a project site. Section 3511 lists fully protected bird species, where the CDFW is unable to authorize the issuance of permits or licenses to take these species. Pertinent species that are fully protected by the State include golden eagle (*Aquila chrysaetos*) and whitetailed kite (*Elanus leucurus*). In addition, Section 3513 makes it unlawful to

take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

The CFGC also regulates the taking of 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 the CESA. Also, if a project proposes to alter a State-defined wetland, then a Streambed Alteration Agreement would be required from the 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 CNPPA also directs the California Fish and Game Commission to adopt regulations governing the 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 the plants constituting California Rare Plant Rank (CRPR) 1 or 2 meet the definitions of the CESA and are eligible for State listing. Impacts to these species or their habitat are to be analyzed during preparation of environmental documents relating to the California Environmental Quality Act (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 CESA, 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 (RWQCB) 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 (SWRCB) 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

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 resources 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 5.4 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 anticoagulant rodenticides within the City.
  - **Policy 5.8 Public education:** Produce materials to educate the public regarding the importance of native plant and animal species and best practices for encountering these species along trails or in other recreational spaces.

- **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.

City of Thousand Oaks Municipal Code

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

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

Oak Tree Preservation and Protection (Article 42)

The purpose of the Oak Tree Preservation and Protection Ordinance (Municipal Code, Article 42) 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. The Ordinance requires that the owner of any property that contains oak trees must maintain all trees in a state of good health, as outlined by the Oak Tree Preservation and Protection Guidelines. A Protected Tree Permit is required for any person to cut, remove, or relocate any species of oak tree, whether native or not, on any public or private property in the City.

Landmark Tree Preservation and Protection (Article 43)

"Landmark trees" are those that, due to their size, age, or irreplaceable value, need to be preserved. The purpose of this Ordinance is to protect and preserve specimen trees of the following criteria:

- California sycamore (*Platanus racemosa*) which exceeds twelve inches (12") in diameter when measured at a point of four and one-half feet (4.5') above the natural grade at the base of the tree or (diameter at standard height [DSH]).
- California bay laurel (*Umbellularia californica*) which exceeds eight inches (8") DSH.
- Southern California black walnut (*Juglans californica*) which exceeds eight inches (8") DSH.
- California holly/Toyon (*Heteromeles arbutifolia*) which exceeds eight inches (8") 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 two (2) inches of a single-trunked tree. Landmark trees shall also include all designated historic trees. A Protected Tree Permit must be issued by the City for any person to cut, remove or relocate any landmark tree on any public or private property in the City.

City of Thousand Oaks Forestry Master Plan

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

5.3.3 Impact Thresholds and Significance Criteria

CEQA Significance Criteria

During the preparation of this EIR, Appendix G of the CEQA Guidelines was used as the thresholds of significance for evaluating impacts associated with the proposed project. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service (refer to Impact Statement BIO-1);

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service (refer to Impact Statement BIO-2);

c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means (refer to Impact Statement BIO-3);

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites (refer to Impact Statement BIO-4);

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (refer to Impact Statement BIO-5); and/or

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan (refer to Impact Statement BIO-6).

Based on the aforementioned standards and/or criteria, the effects of the proposed project have been categorized as one of the two following levels of significance: 1) “less than significant impact”; or 2) “significant and unavoidable impact.” If a potentially significant impact cannot be reduced to a less than significant level through the incorporation of mitigation measures, the impact is classified as a significant and unavoidable impact for the purposes of CEQA.

5.3.4 Impacts and Mitigation Measures

The following discussion examines the impacts to biological resources that may occur as a result of the proposed project. The determination of impacts is based on both the features of the proposed project and the biological values of the habitats on-site. Impacts to biological resources are assessed using impact significance threshold criteria, which mirror the policy statement contained in CEQA Section 21001(c) of the California Public Resources Code.

Impacts can be considered direct or indirect. Direct permanent impacts typically refer to a 100 percent permanent loss of a biological resource, such as when vegetation clearing, grubbing, and mass grading occurs. Direct temporary impacts typically refer to the short-term removal of a biological resource where the resource is expected to fully recover its function upon completion of the project. Areas subject to temporary disturbance may include slope remediation sites, construction access roads, staging areas, stockpiles, and areas subject to mowing. Such sites would not have permanent structures. Indirect impacts that occur during project construction are those that occur on remaining or adjacent biological resources outside the direct construction disturbance zone. Indirect impacts include short-term effects immediately related to construction activities, such as noise, dust, vibrations, and soil compaction, as well as long-term or chronic effects related to the human occupation of developed areas (i.e., development-related long-term effects).

The proposed project involves two components: (1) development of two mixed-use buildings, a hotel, a park, a restaurant, associated infrastructure, hardscape, landscaping, and site improvements (herein referenced as the “development component”), and (2) development of a bandshell and associated amphitheatre, the adaptive reuse of the existing Civic Arts Plaza, and the temporary relocation of City staff and in-person public services associated with the existing City Hall to off-site location(s) within existing permitted office space within City boundaries (herein referenced as the “adaptive reuse, outdoor amphitheatre, and temporary relocation components”). In effect, the project would replace existing infrastructure with new and updated infrastructure, and the environmental setting for biological resources is not expected to be significantly altered from the current urbanized nature of the project site. An evaluation of the CEQA thresholds follows.

Special-Status Species

Impact BIO-1	**The proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.**

Impact Analysis

Project-Level Analysis

The project site is composed of developed, disturbed, and landscaped land covers and does not contain the natural vegetation communities, or for some, the aquatic habitats, that are suitable to support the special-status plant and wildlife species that are known to occur within the region. As a result, the proposed project is not expected to have direct or indirect impacts on any special-status plant or wildlife species. However, as described in Section 5.3.1 above, nesting birds, roosting bats, and Crotch's bumble bee have some potential to occur within the project site and, if present, could be directly impacted during vegetation removal or indirectly impacted by noise, vibration, and human presence during project construction. To avoid and minimize impacts to these biological resources, Mitigation Measures provided in the City of Thousand Oaks 2045 General Plan Update EIR (2023) (General Plan EIR) shall be implemented to reduce potential impacts to special-status species to less than significant.

Additionally, although bat maternity roosting is not expected to occur on-site, individual or small groups of day- and/or night-roosting bats have the potential to occur on-site and could be directly impacted during vegetation removal or indirectly impacted by noise, vibration, and human presence associated with construction. Potential significant impacts and measures to reduce impacts to less than significant are presented below.

Special-Status Plant Species

Based on the results of the field survey, a review of the specific habitat preferences, distributions, and elevation ranges, Michael Baker determined that none of the 64 special-status plant species identified during the database reviews are expected to occur within the project site. Impacts to special-status plant species would be less than significant.

Special-Status Wildlife Species

Based on the results of the field survey, a review of the specific habitat preferences, distributions, and elevation ranges, Michael Baker determined that none of the 54 special-status wildlife species identified during the database reviews are expected to occur within the project site.

Nesting birds protected under the MBTA and CFGC could be directly impacted by construction equipment and indirectly impacted by construction noise, dust, and vibrations, which can result in increased nestling mortality due to nest abandonment or decreased feeding frequency. Although no active bird nests were observed and bird activity was generally low during the field survey, the project site provides nesting habitat for most year-round and seasonal avian residents in the form of mature trees and other vegetation, as well as structures on-site. To reduce potential impacts to nesting birds, Mitigation Measure BIO-1, taken from the General Plan EIR, requires a pre-construction nesting bird clearance survey to determine the presence/absence, location, and status of any active nests on or adjacent to the project site. If the nesting bird clearance survey indicates the presence of an active nest(s), Mitigation Measure BIO-1 requires buffers to ensure that any nesting migratory native birds are protected pursuant to the MBTA.

The project site does not contain suitable colonial maternity roosting habitat for bats; however, individuals or small groups of bats can utilize tree foliage and small crevices and cavities within trees, and man-made structures for day- and/or night-roosting. Although no individuals or signs of bats were observed during the field survey, the project site provides trees and structures within which maternity roosting bats may roost. To reduce potential impacts to maternity roosting bats, Mitigation Measure BIO-2, taken from the General Plan EIR, requires a pre-construction survey for day-

and/or night-roosting or maternity-roosting bats to determine the presence/absence, location, and status of any roosting bats or maternity roosts. If the bat clearance survey indicates the presence of roosting bats, Mitigation Measure BIO-2 requires avoidance of the roost(s) the development of project-specific mitigation measures if the roost(s) cannot be avoided.

Additionally, as described in Section 5.3.1 above, Crotch's bumble bee has some potential to occur on-site as a migrating or foraging transient. To confirm the project site's suitability to provide foraging, nesting, and/or overwintering habitat for the species, Mitigation Measure BIO-3, taken from the General Plan EIR, would be required to identify any suitable habitat for the species on-site and subsequently determine if focused protocol surveys for the species are needed. With implementation of this measure, impacts to Crotch's bumble bee would be reduced to less than significant.

With the implementation of Mitigation Measures BIO-1, BIO-2, and BIO-3, future development in accordance with the proposed development component would not result in significant impacts to special-status wildlife species. Impacts to special-status wildlife species would be less than significant with mitigation incorporated.

Conclusion

Overall, with the implementation of Mitigation Measures BIO-1 (pre-construction nesting bird surveys), BIO-2 (pre-construction roosting bat surveys), and BIO-3 (Crotch's bumble bee surveys), project impacts to special-status species would be less than significant.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. The species identified above as having the potential to occur within the entire project site could potentially be located within the areas proposed for the development of the adaptive reuse and outdoor amphitheatre components. Construction activities associated with the adaptive reuse and outdoor amphitheatre components could result in indirect or direct impacts to special-status species associated with the removal of on-site trees and/or structures. Therefore, Mitigation Measures BIO-1, BIO-2, and BIO-3 would be required to minimize potential impacts to nesting birds, roosting bats, and/or Crotch's bumble bee to less than significant. Through implementation of Mitigation Measures BIO-1 through BIO-3, which would be applicable to all construction phases and activities associated with the proposed project, the adaptive reuse and outdoor amphitheatre components would result in less than significant impacts on special-status species. Moreover, the adaptive reuse and outdoor amphitheatre components would be required to comply with the MBTA and CFGC, which establish procedures and requirements for the protection of special-status species.

The adaptive reuse and outdoor amphitheatre components are accounted for in the project area, which encompasses approximately 17.68 acres and is currently developed with a variety of commercial and institutional uses. The Biological Resources Assessment that the analysis herein is based on combined the adaptive reuse and outdoor amphitheatre components with the project-level development component; the field survey encompassed the entire project area, and the resulting conclusions regarding the potential presence of special-status species and associated impacts assumed complete implementation of the proposed project. As analyzed above and in the Biological Resources Assessment, the proposed project, including the adaptive reuse and outdoor amphitheatre components, would result in less than significant impacts on special-status species with compliance with the MBTA and CFGC, and implementation of Mitigation Measures BIO-1 through BIO-3.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries at which other special-status species may occur. However, this component would not result in new development or significant additional employees exceeding those already

accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts on special-status species. Impacts would be less than significant with mitigation incorporated.

MITIGATION MEASURES

PROJECT-LEVEL ANALYSIS

MM BIO-1 Conduct Pre-Construction Bird Surveys and Implement Avoidance and Minimization Measures.

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

MM BIO-2 Special-Status Bat Species Habitat Assessment Survey and Emergence Survey(s).

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

construction activities occur during the bat maternity season (April 1 through August 31), special-status bat species emergence survey(s) shall be conducted.

- Emergence surveys shall be conducted in areas of suitable bat habitat (e.g., near buildings or trees) during the bat maternity season to document any special-status bat species emerging from features identified during the habitat assessment survey. Generally, the emergence survey(s) shall be conducted approximately one hour prior to sunset and last a minimum of two hours after sunset; however, the timing shall be determined by the qualified biologist. Passive acoustic monitoring equipment shall be utilized during the emergence surveys to identify bats to the species level. In the event multiple features were identified in the habitat assessment in which bats may occur, at the discretion of the qualified biologist, either multiple emergency surveys may be necessary or additional acoustic equipment may need to be set up in order to capture the acoustics of bats as they emerge at dusk. Roosting sites documented within or adjacent to a project site during the maternity season shall be avoided. Specifically, the qualified biologist shall determine an appropriate buffer around the roost site where construction shall be avoided. The buffer typically ranges in size, between 100 to 300 feet around the roost site, depending on potential resulting project impacts and surrounding terrain. For example, if the project will result in high noise decibels and the roost site is exposed without surrounding trees or hills, the buffer may be increased to reduce disturbances to the roosting bats during breeding activities. Buffer distances may also be at the discretion of the USFWS and/or CDFW if special-status bat species are present in the maternity roost.
- Should special-status bat species be documented within the project site, and the roost site cannot be avoided by the project, a bat mitigation and/or management plan shall be developed for roost relocation. Mitigation and management plans will require consultation with and approval from the USFWS and/or CDFW prior to the commencement of construction.

MM BIO-3 Conduct Pre-construction Crotch's Bumble Bee Surveys and Implement Avoidance Measures.

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

PROGRAMMATIC-LEVEL ANALYSIS

Mitigation Measures BIO-1, BIO-2, and BIO-3 are also applicable to the adaptive reuse and outdoor amphitheatre components because these components would result in demolition and construction on the same project site. All three

mitigation measures shall be applied and the corresponding surveys conducted at the start of each construction phase of the proposed project that requires human activity on-site.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

Sensitive Natural Communities or Riparian Habitat

Impact BIO-2	**The proposed project would not 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.**

Impact Analysis

Project-Level Analysis

The project site is comprised of developed, disturbed, and landscaped land covers. There are no riparian habitats or other sensitive natural communities present within the project site boundaries, and the project site does not support native vegetation communities. Therefore, the proposed project would have no impact on riparian habitats or other sensitive natural communities.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. The Biological Resources Assessment that the analysis herein is based on combined the adaptive reuse and outdoor amphitheatre components with the project-level development component; the field survey encompassed the entire project area, and the resulting conclusions regarding the presence of sensitive natural communities or riparian habitat and associated impacts assumed complete implementation of the proposed project. As analyzed above and in the Biological Resources Assessment, there are no sensitive natural communities or riparian habitats present on-site.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries at which sensitive natural communities or riparian habitats may be present. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, no impact would occur.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: No impact would occur.

State or Federally Protected Waters and Wetlands

Impact BIO-3	**The proposed project would not 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.**

Impact Analysis

Project-Level Analysis

The project site does not contain any State or federally protected wetlands and/or other aquatic features. Therefore, there would be no impact on State or federally protected wetlands or other aquatic features.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. The Biological Resources Assessment that the analysis herein is based on combined the adaptive reuse and outdoor amphitheatre components with the project-level development component; the field survey encompassed the entire project area, and the resulting conclusions regarding the presence of protected waters or wetlands and associated impacts assumed complete implementation of the proposed project. As analyzed above and in the Biological Resources Assessment, there are no State or federally protected waters and wetlands present on-site.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries at which protected waters or wetlands may be present. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, no impact would occur.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: No impact would occur.

Fish and Wildlife Movement Corridors

Impact BIO-4	**The proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.**

Impact Analysis

Project-Level Analysis

The project site is comprised of developed, disturbed, and landscaped land covers and is surrounded by developed and disturbed land. The project site has no connectivity to any natural habitats that would serve as migration corridors. The project site is not located within any habitat connectivity and wildlife corridors, or critical wildlife passage areas identified in Ventura County Code of Ordinances, Division 8, Chapter 1, Article 4, Section 8104-7. Wildlife movement into or out of the project site is reduced by the presence of high-traffic roadways (i.e., Highway 101, Thousand Oaks Boulevard) and existing commercial and residential developments in the surrounding area, which have fragmented the connection between the project site and any naturally-occurring vegetation communities. Highway 101 restricts the movement of wildlife between open space areas just south of Highway 101, including the Conejo Ridge Open Space, and the project site. Additionally, elevated noise levels, vehicle traffic, lighting, and human presence associated with surrounding development and roadways decrease the suitability of the project site and the general surrounding area, to be used as a wildlife movement corridor or linkage. There would be no impact on native wildlife movement, wildlife corridors, or on a nursery site.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. The Biological Resources Assessment that the analysis herein is based on combined the adaptive reuse and outdoor amphitheatre components with the project-level development component; the field survey encompassed the entire project area, and the resulting conclusions regarding the presence of protected waters or wetlands and associated impacts assumed complete implementation of the proposed project. As analyzed above and in the Biological Resources Assessment, there are no fish and wildlife movement corridors present on-site.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that may be closer to migratory corridors. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, no impact would occur.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: No impact would occur.

Local Biological Resources Policies/Ordinance Consistency

Impact BIO-5	**The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.**

Impact Analysis

Project-Level Analysis

The project site does not coincide with any of the County of Ventura's wildlife movement, connectivity, or critical passage area overlays and would not conflict with or require consideration of these overlays.

City-Protected Trees

The City protects oak trees and landmark trees through City Ordinance (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 protected 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 protected tree permit has been issued by the City pursuant to the Landmark Tree Preservation and Protection Ordinance.

As shown on the Tree Protection, Relocation and Removals Plan, most of the protected tree impacts would occur at the western portion of the project site where new development is proposed; whereas many of the mature protected trees (mostly oaks) located within the plaza park at the eastern portion of the project site would be retained. For the purposes of evaluating potential project-related impacts on protected trees, encroachment means any intrusion into the protected zone of a tree, including but not limited to, grading, excavation, trenching, dumping of materials, equipment storage, building structures, paving, or other improvements. Encroachment does not include the action of a person physically entering the tree's protected zone. Construction-related encroachments were considered based on a tree's protective zone (TPZ) and the location of the nearest ground disturbance that would occur during construction activities

(e.g., grading, excavation, and trenching). Anticipated canopy pruning that would be required for construction equipment access and/or fire department vertical clearance was also considered when assessing potential tree impacts.

Minor impacts would occur where construction activities would occur within the TPZ but are not likely to compromise the health or structural integrity of the tree or generally would encompass less than 20 percent of the tree's canopy and roots. Major impacts would occur where construction activities would occur within the TPZ and may result in the future decline of the tree, such as from grading, excavation, fill, soil compaction, substantial branch removal, and/or encroaching 20 percent or more into the tree's canopy or roots. Excavation or trenching located within three-to-five times the distance of the tree's trunk diameter may result in decline, even if total encroachment of the tree's canopy & roots is less than 20 percent. Trees in this category were also assessed to determine if the degree of proposed encroachment is likely to result in a decline in plant health or would create a possible future risk to public safety.

The proposed project would require the removal of and encroachment into on-site trees protected under the City's Oak and Landmark Tree Preservation and Protection ordinances. The Arborist Report identified a total of 122 protected trees that have a tree protected zone located within or overlapping the project site area of disturbance. Of the 122 protected trees, 45 would be removed, including 31 coast live oaks, nine valley oaks, one California sycamore, and four toyon. Additionally, 39 protected trees would be encroached upon, including 21 major encroachments (construction activities proposed within more than 20 percent of the tree's canopy or roots, which may result in the future decline or mortality of the tree), and 18 minor encroachments (construction activities within less than 20 percent of the tree's roots or canopy and not expected to compromise the health of the tree). Eight of the major encroachments are considered "severe". Twenty-eight (28) protected trees would be avoided during project implementation and retained on-site, including 17 coast live oaks, seven valley oaks, three toyon, and one California sycamore. Most of the protected tree impacts would occur in the western portion of the project site, where new development is proposed. Many of the mature protected trees (mostly oaks) located within the northeastern portion of the project site would be retained. Additionally, 10 trees have been identified for relocation, including five coast live oaks and five valley oaks. The trees were selected based on their structure, relatively small size, and location. They would be moved to the vacant southeastern corner of the project site, located south of the existing service road to the Kavli Theatre loading dock, west of Conejo School Road, and north of Highway 101. This portion of the project site has adequate space between native vegetation for introducing the relocated oak trees, and they are expected to have a high survival rate, if planted in accordance with the guidelines in the Arborist Report.

In order to comply with the City ordinances, the proposed project would mitigate the removal of and encroachment into protected trees by planting three mitigation trees for every protected tree that is removed or faces major "severe" encroachment impacts. The project proposes to plant 159 mitigation trees both on- and off-site. One hundred and thirty-five (135) mitigation trees would be planted to replace the 40 protected trees that would be removed, and an additional 24 mitigation trees would be planted for the seven protected trees that would have major encroachments that are considered severe. As described in the Arborist Report, 11 oak trees (four coast live oak, three valley oak, and four island oak) would be planted on-site, and 148 oak trees would be planted off-site within City-owned property, public Right-of-Ways, or in open space areas owned and managed by the Conejo Open Space Conservation Agency. The required replacement trees include a mix of protected tree species, including 94 24-inch, and 47 36-inch box trees. Therefore, the proposed project would comply with the City's oak and landmark tree preservation and protection ordinances by replacing protected trees at the required ratio.

However, inadvertent impacts outside of the designated impact footprint during project 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 the proposed replacement trees if not properly monitored, and the proposed relocated trees if not properly transported and monitored. The Arborist Report includes a Tree Protection Plan that describes avoidance and minimization measures to be used during pre-construction, construction, post-construction, relocation, and planting to ensure that all City ordinances and guidelines

are followed and that all affected protected, relocated, and replacement trees survive. Mitigation Measure BIO-4 requires compliance with the Tree Protection Plan.

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 5.3.2).

- **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.

As described above, the proposed project would comply with the Ordinances and Oak Tree Preservation and Protection Guidelines through the implementation of Mitigation Measure BIO-4, which requires compliance with the Tree Protection Plan. Because the proposed project would comply with the Ordinances, the proposed project would be consistent with the goals and policies of the General Plan. Implementation of Mitigation Measure BIO-4 would ensure the proposed project does not conflict with the General Plan's goals and policies related to oak and landmark trees.

Conclusion

With implementation of Mitigation Measure BIO-4 (Tree Protection Plan Compliance), project impacts to local biological resources policies or ordinances would be less than significant.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. Construction of the adaptive reuse and outdoor amphitheatre components would require the removal of and/or construction activities within the vicinity of trees located on-site. The adaptive reuse and outdoor amphitheatre components are accounted for in the project area. The Biological Resources Assessment and the Arborist Report that the analysis herein is based on combined the adaptive reuse and outdoor amphitheatre components with the project-level development component; the field surveys encompassed the entire project area, and the resulting conclusions regarding the removal and protection-in-place of protected trees on-site and associated impacts assumed complete implementation of the proposed project. As analyzed above, the proposed project, including the adaptive reuse and outdoor amphitheatre components, would result in less than significant impacts on protected trees through compliance with the City's Oak Tree Preservation and Protection Guidelines, and implementation of Mitigation Measure BIO-4. Mitigation Measure BIO-4 would be required to ensure compliance with the Tree Protection Plan developed for the proposed project within the Arborist Report.

Through implementation of Mitigation Measure BIO-4, the adaptive reuse and outdoor amphitheatre components would result in less than significant impacts on local biological resources policies and ordinances. It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries at which other protected trees may occur. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts on local biological resources policies and ordinances. Therefore, impacts would be less than significant with mitigation incorporated.

MITIGATION MEASURES

PROJECT-LEVEL ANALYSIS

MM BIO-4 **Tree Protection Plan Compliance.** The proposed project shall comply with the requirements of the Tree Protection Plan, prepared by Bancroft Construction Services, dated January 9, 2026, available in Appendix E.

PROGRAMMATIC-LEVEL ANALYSIS

Mitigation Measure BIO-4 is also applicable to the adaptive reuse and outdoor amphitheatre components, as development of these components would also require the removal, relocation, and/or encroachment into the protected zone of on-site trees.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

Habitat/Natural Community Conservation Plan Consistency

Impact BIO-6	**The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.**

Impact Analysis

Project-Level Analysis

The project site does not occur within the boundary of an approved Habitat Conservation Plan, Natural Community Conservation Plan, or other local, regional, or State habitat conservation plan area. No impact would occur.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. As analyzed above and in the Biological Resources Assessment, the project site is not located within the boundary of an approved Habitat Conservation Plan, Natural Community Conservation Plan, or other local, regional, or State habitat conservation plan area.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that may occur within the boundary of an approved conservation plan. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, no impact would occur.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: No impact would occur.

5.3.5 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.” The cumulative analysis below considers the proposed project’s impacts in conjunction with the future buildout of the General Plan and cumulative projects listed in Table 4-1, Cumulative Projects List.

Special-Status Species

- The proposed project, combined with other cumulative projects, would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

Impact Analysis

Similar to future development within the project site, cumulative projects would be required to undergo project-specific environmental review under CEQA and the lead agency's discretionary review process to determine potential impacts to sensitive special-status species and any required mitigation. Future projects would also be required to comply with existing requirements related to nesting migratory native birds, including the MBTA. Future environmental review for related projects may require preparation of a biological resources assessment and focused protocol surveys to evaluate project-specific impacts to special-status species and identify required mitigation.

The proposed development, adaptive reuse, and outdoor amphitheatre components could impact special-status species. However, implementation of Mitigation Measures BIO-1 (pre-construction nesting bird surveys), BIO-2 (roosting bat surveys), and BIO-3 (Crotch's bumble bee surveys) would reduce impacts to less than significant levels. Thus, the project would not result in cumulatively considerable impacts to sensitive special-status species. Cumulative impacts in this regard would be less than significant.

MITIGATION MEASURES

Refer to Mitigation Measures BIO-1, BIO-2, and BIO-3.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

Sensitive Natural Communities or Riparian Habitat

- The proposed project, combined with other cumulative projects, would not 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.

Impact Analysis

Similar to future development within the project site, cumulative projects would be required to undergo project-specific environmental review under CEQA and the lead agency's discretionary review process to determine potential impacts to special-status vegetation communities and any required mitigation. Future environmental review for related projects may require preparation of a biological resources assessment to evaluate project-specific impacts to special-status vegetation communities and riparian habitats and identify required mitigation.

The proposed development, adaptive reuse, and outdoor amphitheatre components would not impact riparian habitat or special-status vegetation communities. Thus, the project would not result in cumulatively considerable impacts to riparian habitat or special-status vegetation communities. No cumulative impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: No impact would occur.

State or Federally Protected Waters and Wetlands

- The proposed project, combined with other cumulative projects, would not 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.

Impact Analysis

Similar to future development within the project site, cumulative projects would be required to undergo project-specific environmental review under CEQA and the lead agency's discretionary review process to determine potential impacts to State or federally protected wetlands and any required mitigation. Future environmental review for related projects may require preparation of a jurisdictional delineation to evaluate project-specific impacts to State or federally protected wetlands and identify any required mitigation.

The proposed development, adaptive reuse, and outdoor amphitheatre components would not impact State or federally protected wetlands or other aquatic features. Thus, the project would not result in cumulatively considerable impacts to State or federally protected wetlands or other aquatic features. No cumulative impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: No impact would occur.

Fish and Wildlife Movement Corridors

- The proposed project, combined with other cumulative projects, would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

Impact Analysis

Similar to future development within the project site, cumulative projects would be required to undergo project-specific environmental review under CEQA and the lead agency's discretionary review process to determine potential impacts to the movement of native resident or migratory fish or wildlife species and any required mitigation. Future projects would also be required to comply with existing requirements related to nesting migratory native birds, including the MBTA. Additionally, as cumulative projects could occur within a mapped wildlife corridor, wildlife linkage area, or other Statewide or regional wildlife connectivity overlay, future environmental review for related projects may require preparation of a biological resources assessment and focused protocol surveys to evaluate project-specific impacts regarding the movement of native resident or migratory fish or wildlife species and identify required mitigation.

The proposed development, adaptive reuse, and outdoor amphitheatre components would not impact native resident or migratory wildlife corridors or wildlife nursery sites. Thus, the project would not result in cumulatively considerable impacts to the movement of native resident or migratory fish and wildlife species. No cumulative impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: No impact would occur.

Local Biological Resources Policies/Ordinance Consistency

- The proposed project, combined with other cumulative projects, would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Impact Analysis

Similar to future development within the project site, cumulative projects would be required to undergo project-specific environmental review under CEQA and the lead agency's discretionary review process to determine potential impacts to local policies or ordinances protecting biological resources and any required mitigation. Future environmental review for related projects may require preparation of a biological resources assessment or arborist report and focused protocol surveys to evaluate project-specific impacts to local policies or ordinances and identify required mitigation.

The proposed development, adaptive reuse, and outdoor amphitheatre components could impact local policies and ordinances regarding oak and landmark tree preservation and protection. However, implementation of Mitigation Measures BIO-4 (Tree Protection Plan Compliance) would reduce impacts to less than significant levels. Thus, the project would not result in cumulatively considerable impacts to local policies or ordinances protecting biological resources. Cumulative impacts in this regard would be less than significant.

MITIGATION MEASURES

Refer to Mitigation Measure BIO-4.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

Habitat/Natural Community Conservation Plan Consistency

- The proposed project, combined with other cumulative projects, would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Impact Analysis

Similar to future development within the project site, cumulative projects would be required to undergo project-specific environmental review under CEQA and the lead agency's discretionary review process to determine potential impacts to habitat and natural community conservation plans and any required mitigation. Future environmental review for related projects may require preparation of a biological resources assessment to evaluate project-specific impacts to habitat and natural community conservation plans and identify required mitigation.

The proposed development, adaptive reuse, and outdoor amphitheatre components would not impact an adopted habitat or natural community conservation plan. Thus, the project would not result in cumulatively considerable impacts to an adopted habitat or natural community conservation plan. No cumulative impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: No impact would occur.

5.3.6 Significant Unavoidable Impacts

No significant unavoidable impacts related to biological resources have been identified.

5.4 Cultural Resources

The purpose of this section is to identify existing cultural resources within and around the project site and to assess the significance of such resources. Mitigation measures are recommended, as necessary, to minimize impacts as a result of project implementation. This section is primarily based on the Historical/Archaeological Resources Survey Report, Downtown Thousand Oaks Project, City of Thousand Oaks, Ventura County, California (Cultural Report), prepared by CRM TECH and dated October 12, 2025, as well as the Extended Phase I Archaeological Exploration Program, Downtown Thousand Oaks Project, City of Thousand Oaks, Ventura County, California (Extended Phase I Archaeological Study), prepared by CRM TECH and dated December 23, 2025; refer to Appendix F, Historical/Archaeological Resources Survey, and Appendix G, Extended Phase I Archaeological Study.

The Cultural Report included a records search at the South Central Coast Information Center (SCCIC) housed at California State University, Fullerton; a California Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search; review of historic and topographic maps and aerial photographs; and a cultural resources field survey.

5.4.1 Existing Setting

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. Prehistoric resources represent the remnants of human occupation prior to European settlement. Historic-period resources represent remains after European settlement and may be part of a "built environment", including man-made structures used for habitation, work, recreation, education, religious worship, and may also be represented by houses, factories, office buildings, schools, churches, museums, hospitals, bridges, and other structural remains. The prehistoric and historic settings of the project site are discussed further below.

Current Natural Setting

According to the Preliminary Geotechnical Investigation prepared by Cotton, Shires and Associates, Inc., dated May 2025, the project site is located in the southern part of the west-central portion of the Transverse Ranges Physiographic Province of Southern California. Geologic units in the region consist of Tertiary marine sedimentary and volcanic rocks, along with local accumulations of Quaternary alluvium and valley fill. The project site is located along the northern flank of the foothills of the Santa Monica Mountains along the southern edge of Arroyo Conejo, a narrow west-northwest trending valley located between the Conejo Valley to the west and the Russell Valley to the southeast. The Conejo Valley is an intermontane valley approximately 600 to 700 feet above mean sea level that lies north of the Santa Monica Mountains, south of the Los Posas Hills, west of the Simi Hills, and east of Conejo Mountain. The principal 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. The Mediterranean climate of the Conejo Valley is typical of coastal Southern California, characterized by warm, dry summers and cool, rainy winters.

The project area is situated on the southern edge of the urbanized core of the City of Thousand Oaks, in Ventura County. The project site is oriented generally northwest-southeast along Highway 101 and Thousand Oaks Boulevard. It is centered around the existing buildings of the Civic Arts Plaza, including the Thousand Oaks City Hall. Three commercial buildings occupy the northern edge of the project area, along Thousand Oaks Boulevard, while the rest of the land is currently vacant. The Lakes Shopping Center is located adjacent to the project site to the southeast, and residential and commercial properties are located to the northwest. The elevation of the project site ranges from approximately 815 feet to 890 feet above mean sea level, with the highest point across the natural landscape occurring at the top of a hill in the southeasterly corner of the project site. Much of the existing vegetation on the project site consists of introduced landscaping plants such as eucalyptus and pepper trees, particularly around the Civic Arts Plaza, while native valley and coast live oak trees are found in the less disturbed areas, along with buckwheat and sage brush. The project site is

underlain by Miocene volcanic conglomerate which crops out in the hills that make up the southern portion of the project site, and Holocene to late-Pleistocene age colluvium and alluvium which cover the flatter, northern portion of the project site.

Cultural Setting

Prehistoric Period

It is widely acknowledged that human occupation in what is now the State of California began 8,000-12,000 years ago, if not earlier. In order to understand Native American cultures before European contact, archaeologists have devised chronological frameworks that endeavor to correlate the observable technological and cultural changes in the archaeological record to distinct periods of time. Several schemes have been developed for southern California, often based on a particular site or area of studies. At the general level, most archaeologists tend to follow a chronology adapted from a scheme developed by William J. Wallace in 1955 and subsequently modified by others (Wallace 1955; 1978; Warren 1968; Chartkoff and Chartkoff 1984; Moratto 1984). Although the beginning and ending dates of the different horizons or periods may vary, the general framework of prehistory in this region under this chronology consists of the following periods:

- **The Late Pleistocene Period** (pre-10000 B.C.) or the "Early Man" period, which is considered the earliest period of time when people would have inhabited southern California, ending roughly with the Pleistocene Epoch. It is not definitely 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. 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.
- **Early Hunting Stage** (ca. 10000-6000 B.C.), which was characterized by human reliance on big game animals, as evidenced by large, archaic-style projectile points and the relative lack of plant-processing artifacts. 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. 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. 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. 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/"Intermediate" Horizon** (ca. 6000 B.C.-1000 A.D.), when plant foods and small game animals came to the forefront of subsistence strategies, and from which a large number of millingstones, especially heavily used, deep-basin metates, were left. 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. 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. 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. 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. 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.

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. 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. 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.

- **Late Prehistoric Period** (ca. 1000-1500 A.D.), during which a more complex social organization, a more diversified subsistence base—as evidenced by smaller projectile points, expedient milling stones and, later, pottery—and regional cultures and tribal territories began to develop. 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 Late Prehistoric 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. 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 this period. Shell beads and ornaments, steatite objects, lithic materials, groundstone, and red ochre were traded throughout southern California during this period. 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 this period. However, others have asserted that increased cultural complexity was more gradual and less influenced by environmental factors.

  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. 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. 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.

- **Protohistoric Period** (ca. A.D. 1500-1700s), which ushered in long-distance contact with Europeans and led to the historic period. The increase in social complexity that began in the Late Prehistoric Period continued into the Protohistoric Period, with evidence of ranked society and a hereditary elite class documented from mortuary contexts. 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. Within these coastal settlements, houses were clustered and frequently arranged in a line along the shoreline.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. The use of fused shale in lithic tool manufacture peaked during the Protohistoric 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. Chiefs or wealthy individuals who owned plank canoes were very influential in this exchange system.

Evidence of lifeways during these prehistoric periods is mostly gleaned and hypothesized through interpretations of the archaeological record. In general, the prehistory of southern California, especially the coastal regions, is thought to have been one of increasing populations and increasing social complexity. People adapted to changing environmental conditions and used and developed technologies to better exploit resources to survive and maintain their culture. As populations increased, societies had to develop ways to deal with the extensive numbers of people in their own groups, as well as outsiders.

Ethnohistorical Context

Systematic studies of Native Americans in southern California did not occur until the late 1800s and later. Thus, much of what is known about the Native American cultures in southern California came from interviews with people discussing what they remembered about their childhood and what they remembered their older relatives telling them about earlier ways of life. By talking with many people and by researching early—mostly Spanish—documents, and by reviewing the archaeological record, ethnographers have put together a picture of many aspects of Native American culture in at least the Late Prehistoric and the Protohistoric periods.

The project site lies in an area where the traditional territories of the Chumash and the Gabrielino/ Tongva, and likely also that of the Tataviam, adjoined and overlapped with one another, at least during the Late Prehistoric and Protohistoric periods. The homeland of the Chumash was primarily the coastal region from Morro Bay in the north to Malibu Canyon in the south, including the Santa Barbara Channel Islands, and inland to the San Joaquin and Simi Valleys. The homeland of the Gabrielino/Tongva was centered in the Los Angeles Basin, along the coast from Aliso Creek in the south to Topanga Creek in the north, reaching as far east as the San Bernardino-Riverside area. The Tataviam held a smaller territory along the upper Santa Clara River drainage, primarily on the south-facing slopes of the Liebre and Sawmill mountains.

Although the Chumash occupied a large territory and resource base, most of the available information describing the Chumash people and lifeways primarily deals with the coastal and island populations. The environment afforded the Chumash a rich resource base; their subsistence patterns included the gathering of plants and hunting of land animals but were based more on marine resources. The consistent procurement of fish and marine mammals, as well as the movement of cargo and people to and from the Channel Islands, was enabled by the tomol, or plank canoe. The Chumash and the Gabrielino/Tongva are the only North American Indian Tribes known to construct and use the plank

canoe prior to European contact. Other material culture produced by the Chumash included steatite and sandstone bowls, mortars and pestles, basketry, and strings of shell money made from Olivella shells and Pismo clam shells.

Pre-contact Chumash population estimates range from 8,000 to 20,000, scattered among an estimated 26 to 46 villages. However, the establishment of five Spanish missions, between 1772 and 1804, began a rapid decline of indigenous cultures and customs, and by the early 1800s virtually all of the Chumash population had been incorporated into the mission system. A decline in population began under Spanish rule (1769-1822) and continued through the Mexican and early American Periods. Although many organized bands of Chumash descendants exist today throughout southern and central California, only the Santa Ynez Band of Chumash Indians is federally recognized.

The present-day Thousand Oaks area is also known to have been frequented by the Gabrielino/ Tongva, a Takic-speaking people who are considered the most populous ethnic group in pre-contact southern California. Unfortunately, most Gabrielino/Tongva cultural practices had declined long before systematic ethnographic studies were instituted. Today, the leading ethnographic sources on Gabrielino/Tongva culture are Bean and Smith (1978), Miller (1991), and McCawley (1996), on which most of the following discussion is based.

In equilibrium with the natural environment, different groups of the Gabrielino/Tongva adopted different types of subsistence economy, albeit all based on some combination of gathering, hunting, and/or fishing. The coastal groups relied primarily on the abundant marine resources available, while in the inland areas, the predominant food sources were acorns, sage, deer, and various small animals, including birds. Because of the similarities to other southern California tribes in economic activities, inland Gabrielino/Tongva groups' industrial arts, dominated by basket weaving, demonstrated no substantial difference from those of their neighbors. Coastal Gabrielino/Tongva material culture, on the other hand, reflected an elaborately developed artisanship most recognized through the medium of steatite.

As early as 1542, the Gabrielino/Tongva were in contact with the Spanish during the historic expedition of Juan Rodríguez Cabrillo, but it was not until the late 1700s that the Spaniards took steps to colonize Gabrielino/Tongva territory. Shortly afterwards, most of the Gabrielino/Tongva people were incorporated into Mission San Gabriel and other missions in southern California. Due to introduced diseases, dietary deficiencies, and forceful reduction, the Gabrielino/Tongva population dwindled rapidly. By 1900, they had almost ceased to exist as a culturally identifiable group. In recent decades, however, there has been a renaissance of Native American activism and cultural revitalization among a number of groups of Gabrielino/Tongva descendants.

Historic Period

Post-European contact history for the state of California is generally divided into three periods: the Spanish Period (circa 1769-1821), the Mexican Period (circa 1821-1848), and the American Period (circa 1848-present).

Spanish Period (A.D. 1769-1822)

Although Spanish explorers made brief visits to 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. This was followed in 1776 by the expedition of Father Francisco Garcés.

In the late 18th century, the Spanish began establishing missions in California and forcibly relocating and converting native peoples. Spanish colonization activities in the Los Angeles-Ventura-Santa Barbara region began officially in 1771, with the establishment of Mission San Gabriel in what is now Montebello. Ten years later, in an effort to ease dependence on the mission, the Spanish governor of Alta California recruited several dozen farmers from Mexico to take up residence on a patch of land later to be known as Los Angeles. In 1782, Franciscan friar Junipero Serra founded the Mission San Buenaventura, located approximately 26 miles northwest of the project site. 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. 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. By 1816, the Mission had 23,000 cattle and 12,000 sheep.

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.

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. The Spanish colonial government conceded of vast tracts of land, or ranchos, to soldiers set to retire from service. In present-day Ventura County, these included the enormous 113,009-acre Rancho Simi, formally Rancho San José de Nuestra Señora de Altagarcia y Simi, which was granted to the Pico brothers in 1795. After Mexico gained independence from Spain in 1822, the land grant was confirmed by the Mexican authorities in 1842. With the U.S. annexation of Alta California in 1848, it was again confirmed by the U.S. Public Land Commission in 1852.

Mexican Period (A.D. 1822-1848)

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. By 1846, what is presently Ventura County had been divided amongst 19 ranchos.

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.

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 the 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 attorneys' fees and other costs associated with proving ownership.

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. In 1861, a post office was established for the small town that had formed around Mission San Buenaventura, and the name was eventually shortened to simply "Ventura". In 1872, it became the county seat of the newly created Ventura County, formerly a part of Santa Barbara County.

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. 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. 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.

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. The large ranchos were subdivided and sold for agriculture and residential settlement. With the subdivision of the ranchos, agriculture became the predominant economic driver in the region.

Shortly after the county seat for Ventura County was established, the Southern Pacific Railroad reached southern California in 1876, followed by the competing Atchison, Topeka and Santa Fe Railway in 1883-1885. The completion of the two transcontinental railways provided a new catalyst for economic development in southern California, based on land sales and speculations. Towns by the dozens sprang up all around Los Angeles, refining the transportation corridors and commuting patterns that took shape as suburban development spread rapidly outward. The first rail line across Ventura County, the Coast Line branch of the Southern Pacific Railroad, was completed in 1888.

History of the Project Area and Site

The Conejo Valley experienced Westernized land development in 1803 when the Spanish government granted Rancho El Conejo to Ignacio Rodriguez and José Polanco. In 1822, Polanco abandoned his claim, which was then granted to José de la Guerra, and his interest in the rancho was eventually sold to John Edwards and Howard W. Mills in 1872. Two years later, Egbert Starr Newbury purchased over 2,000 acres of Rancho El Conejo land from Edwards and Mills, including the present-day site of the Thousand Oaks Civic Arts Plaza.

Throughout the late 1800s to the early 1900s, land in the Conejo Valley saw continued use primarily as ranches and farms, and Newbury's ranch, known as Newbury Park, was eventually sold to Greenbury Crowley in 1887. By the mid-1920s, Louis and Kathleen Goebel purchased the Newbury/Crowley land, and in 1929, they opened Goebel's Lion Farm, later known as Jungleland. Further subdivision of the former farmland in the region during the mid-20th century spurred residential growth, and Conejo Valley became one of the fastest-growing communities in Southern California.

In 1964, the City of Thousand Oaks was incorporated and named after the many oak trees in the area. A few years later, Jungleland closed its gates in 1969. The land stood vacant for 25 years until the early 1990s, when the Thousand Oaks Civic Arts Plaza was constructed at the location where Jungleland once stood.

Cultural Resources

As part of the Cultural Report, CRM TECH conducted background research to identify previously recorded cultural resources and cultural resource studies within the project site. The research consisted of records searches for archaeological and historical resources; literature, map, and aerial photograph reviews; field surveys; and California Register of Historical Resources (California Register) evaluations.

Historical Maps, Aerial Photographs, and Background Research

Historical maps suggest that the project area remained unsettled and undeveloped until the establishment of Jungleland in the 1920s. Prior to that, the only human-made feature known to be present in the project vicinity was a road running along generally the same course as present-day Thousand Oaks Boulevard. Arroyo Conejo, a creek along the road, was noted on the northeastern edge of the project area. At that time, the nearest settlements in what is now the City of Thousand Oaks were Newbury Park, approximately two miles northwest of the project site, and Russell Valley, approximately two miles southeast of the project site.

By the 1940s, the town had largely taken shape along present-day Thousand Oaks Boulevard, a main highway across the Conejo Valley at the time. In 1940, at least three buildings were present at the project site, likely demonstrating the presence of Jungleland. The following is a brief account of this popular attraction (edited for clarity):

> Jungleland, as it became known, began in Thousand Oaks in 1926 and opened to the public in 1929 as "Goebel's Lion Farm," founded by Louis Goebel. Mr. Goebel arrived in California from Buffalo, New York in 1919 and

> began employment at Gay's Lion Farm in the City of El Monte, where he butchered animal carcasses for food for the lions. Afterward he worked as a meatcutter for Universal Studios until the owner, Carl Laemmele, decided to dispose of their animals. Goebel purchased six lions and some cheap land in Thousand Oaks where he built his animal farm.
>
> The farm grew to eventually include 170 acres and included some famous animal actors. For example, Leo the MGM Lion, Mr. Ed the Talking Horse, and Peggy the talking chimp in "Bonzo Goes to College" were residents. Many other animals, including elephants, zebras, and water buffalo, as well as traveling circuses, resided at the park.
>
> In 1945, Mr. Goebel sold the park to Trader Horne and Billy Richards, who renamed it World Animal Compound. They sold it to 20th Century Fox in 1956 and again it was renamed Jungleland. In 1961, Mr. Goebel regained ownership of Jungleland, [but] money problems plagued the enterprise for years, resulting in the closing of Jungleland in 1969.

In the early post-WWII era, Jungleland grew to encompass a number of buildings and interior roadways. Another major development in the immediate vicinity of the project site during this time was the construction of Highway 101. Nearly 25 years after the closure of Jungleland, the Civic Arts Plaza was constructed in 1992-1994 under the design of architect Antoine Predock. Predock was an influential architect known worldwide for his innovative buildings across residential, commercial, civic and venues.

In the northwest portion of the project site, there are three commercial/retail properties located at 1934, 1938 and 1948 East Thousand Oaks Boulevard, occupied by buildings dating between 1955 and 1968. The building at 1934 East Thousand Oaks Boulevard is a multi-bayed auto shop dating to 1960. It has provided auto services through the present day, under a host of proprietors.

The building at 1938 East Thousand Oaks Boulevard is a split-level restaurant building built around 1955 and expanded to include an apartment shop in 1958, "Gladys' Green Lantern" tavern and café. In 1960, the tavern was put up for lease, and in 1964 it was renamed it "Rickey's Green Lantern".

The following year, O.E. and Marion D. Taylor subleased the property to Roy C. Jones of Jones Music Company, who apparently rented the tavern portion, then named "Golden Spur" and "Dalton's Cozy Café". The property was acquired by Ruth Strong around 1969, and she remained the owner through at least 1992. In 1969, the non-tavern portion became an antiques store. By 1974 it was utilized by Murry's Motorcycle Accessories, later renamed Moto-Sport Accessories. The building was occupied by Action Screenprint Company from approximately 1984 until at least 1993. Most recently, in 2007, it was occupied by a landscaping business. The occupant at the time of the field inspection was Enhanced Landscape Management.

The building at 1948 East Thousand Oaks Boulevard is a former Taco Bell restaurant constructed in 1968 by then-property owner Ruth Strong, a few years after the first Taco Bell was opened in Downey in 1962. Strong retained property ownership through least 1994 and after that it may have been acquired by Riverstone Enterprises, Inc. around 2005. By October 1990 it was a gym, and other uses over the years include a dive shop in 1993, a rug store in 1999-2002, Republican Party District headquarters in 2004, and a tamale store in 2005.

Records Search

According to SCCIC records, at least eight cultural resources studies have been completed in the past within, partially within, or adjacent to the current project site boundaries. Of the eight studies, one was a linear reconnaissance conducted in 1978 prior to sewer installation along Oakwood Drive. The other seven all pertained to a known prehistoric—i.e., Native American—archaeological site in the project area designated as 56-000654 (CA-VEN-654). Six were carried out between 1986 and 1992 in preparation for the construction of the Civic Arts Plaza, and one was a 2004-2005 monitoring program during construction of The Lakes Shopping Center adjacent to the project site.

Site 56-000654 consists of a prehistoric village or seasonal habitation site that later became the location of Jungleland. Prehistoric cultural remains were first documented in the vicinity in 1970, but it was not until 1979 when the site was formally recorded with extensive artifact scatters found in and near the current project area. Excavations in 1970 yielded 52 artifacts collected from the surface and subsurface. In the following years, testing, data recovery, and monitoring programs yielded hundreds of additional artifacts from the site, including lithic fragments, a roasting platform, stone tools, projectile points, lithic flakes, bone awls, marine shell, faunal remains, and a fragmentary section of human mandible, along with a concrete block foundation from the historic period, and a paleontological find, a mastodon lower jaw fragment.

As currently delineated in SCCIC records, Site 56-000654 covers approximately 20 acres, including the entire southern portion of the project site and The Lakes Shopping Center, with a discreet group of prehistoric finds reported several hundred feet to the northwest of the project site and designated CA-VEN-654B. In 1986, an archaeological testing program was carried out on the portion of Site 56-000654 known at that time, which found the prehistoric cultural deposit at the site to be highly disturbed and thus not to be "unusually unique" or to warrant preservation. Nevertheless, that study recommended salvage excavations at the site prior to disturbances resulting from the Civic Arts Plaza project.

In 1992, a data recovery program was implemented at the portion of the site to be impacted by the Civic Arts Plaza project. At the end of that study, it was concluded that the salvage excavations had "adequately and completely mitigated any adverse impacts that might occur" to the site. Archaeological monitoring was recommended at the site during ground-disturbing activities for the Civic Arts Plaza project, which was completed later that year. Much of Site 56-000654 as known at that time, therefore, was removed during the Civic Arts Plaza project after the CEQA-compliance process was completed through four phases of archaeological studies.

However, during the 2004-2005 monitoring program for The Lakes project (adjacent to the subject property), additional prehistoric cultural remains were observed beyond the boundaries of that project and evidently in portions of the current project site that had not been involved in construction activities for the Civic Arts Plaza project. As a result, the site boundary was expanded to encompass the southern portion of the current project site, with a recommendation that further archaeological testing and monitoring be conducted on these newly incorporated areas to detect subsurface archaeological deposits. The status of Site 56-000654, therefore, remains unresolved at this time according to available records, specifically with respect to the portions of the site in areas that have not been impacted extensively by the Civic Arts Plaza project or The Lakes project.

Outside of the project site but within the one-mile scope of the records search, SCCIC records identify 36 additional studies completed between 1978 and 2010. In all, more than 60 percent of the land within the scope of the records search has been surveyed, resulting in the recordation of 10 additional cultural resources within the one-mile radius, including eight additional prehistoric sites and two historic-period sites; refer to Table 5.4-1, Previously Recorded Cultural Resources within the Scope of the Records Search. Most of the prehistoric sites consisted of stone tools and lithic scatters, along with rock shelters and quarries, all located in the hills on the southwestern side of Highway 101. One of the historic-period sites was a group of rock features located in the same general area as the prehistoric sites, and the other represented a group of buildings near the location of CA-VEN-654B, including a former restaurant and a

residence, all of which were demolished in 2017. Since none of the 10 sites were found in the immediate vicinity of the project site, none of them required further consideration.

Table 5.4-1
Previously Recorded Cultural Resources within the Scope of the Records Search

Resource Number	Date Recorded	Description
56-000620/CA-VEN-620	1978	Prehistoric site with three areas: spring with associated artifacts, chert source and quarry, rock shelter with associated deposits
56-000654/CA-VEN-654*	1979-2016	Prehistoric habitation site and former site of Jungleland
56-000761/CA-VEN-761	1982	Prehistoric lithic scatter; disturbed by freeway construction
56-000796/CA-VEN-796	1985	Prehistoric lithic flakes, projectile point base, mano, groundstone
56-001090/CA-VEN-1090	1992	Prehistoric uniface chopper and lithic flakes
56-001091/CA-VEN-1091	1992	Prehistoric core cobble tools the lithic flakes
56-001107/CA-VEN-1107	1993	Prehistoric flakes; mostly destroyed by subsequent development
56-001782/CA-VEN-1782	2004	Prehistoric low-density quarry and lithic scatter
56-001783	2004	Historic-period wall, cut path, and berm
56-001786	2004	Prehistoric rock shelter
56-153139	2016	Lupe's Restaurant (constructed 1965), single-family residence, and ancillary buildings; demolished in 2017

*Located partially within the project site

As part of the Cultural Report, CRM TECH also requested an SLF search from the NAHC. The NAHC reported in a letter dated April 25, 2025, that the SLF identified no Native American cultural resources in the project vicinity. However, it was noted that the absence of specific information in the SLF does not establish the absence of resources.

Field Survey

CRM TECH conducted an intensive pedestrian survey of the project site on August 5, 2025. Observations during the archaeological field survey indicate that essentially all of the previously reported features and artifacts of Site 56-000654 within the project site, both prehistoric and historical, have been removed during subsequent studies and development activities. The only prehistoric artifacts encountered on the ground surface during the survey were a large clam half shell and a possible lithic core. The clam shell is sun-bleached white and measures five millimeters in thickness. It was found lying atop wood chips in a landscaped area, within a meter of the asphalt-paved entry to the existing parking garage. As such, it did not appear in situ. Nevertheless, it is of a type consistent with shell deposits previously recorded at 56-000654. The lithic core was found in a landscaped and manicured area along a drainage in front of the Civic Center, suggesting it was not located in situ. A closer examination of the artifact revealed no evidence of mechanical tumbling, and the flake scars appeared intentional.

Surviving surficial elements of Jungleland include a flattened hill near Conejo School Road in the southerly corner of the project area, where a water tank advertising Jungleland once stood. On the hilltop, some scrap metal pieces that may have been associated with the water tank were noted during the field survey. The only other feature associated with Jungleland remaining within the project site consists of preserved sections of its perimeter wall along Thousand Oaks Boulevard in the Mary and Richard Carpenter Plaza Park, along with a statue and plaque dedicated in 2000 to memorialize Dr. Robert E. Kind, a veterinarian who worked at Jungleland. The wall sections are approximately 24 feet in total length, 3 feet in height, and 1.5 feet in thickness, constructed of mostly quartzite rock and mortar. They form a rough C-shape with the openings of the two sections facing each other. On the walls are plaques dedicated to early ranchers of Conejo Valley as well as Louis Goebel and Jungleland. Several time capsules are also present.

During the field survey, the commercial buildings located at 1938, 1938 and 1948 East Thousand Oaks Boulevard were found to retain sufficiently recognizable historical characteristics compatible with their 1950s-1960s origins. As they meet the age threshold for consideration as potential "historical resources," the three buildings were recorded into the California Historical Resources Inventory during this study under the temporary designations of 4267-1H to -3H, respectively, pending assignment of permanent identification numbers. All of the other buildings in the project area associated with the Civic Arts Plaza are modern in origin and appearance. They were constructed between 1992-1994, as discussed above. As such, they are not considered potential "historical resources." No other potential "historical resources" of historic or prehistoric origin were encountered throughout the course of the field survey.

Extended Phase I Archaeological Study

As a follow-up to the Cultural Report completed in October 2025 and to assess the condition of the subsurface sediments at 56-000654, CRM TECH conducted an Extended Phase I archaeological exploration program in the northwest and southeast portions of the project site that are currently undeveloped. The Cultural Report was unable to determine the significance of the prehistoric element of Site 56-000654 along the southwestern edge of the project site and in the vacant area located west of Dallas Drive, which were determined to be relatively sensitive for buried cultural deposits. Therefore, CRM TECH recommended that an Extended Phase I program be completed.

As part of the Extended Phase I Archaeological Study, CRM TECH conducted a systematic resurvey of the project area, controlled archaeological excavations in accordance with standard practices in the field of cultural resources management, and laboratory analysis of the recovered artifacts. The fieldwork was carried out on December 3, 2025.

The resurvey of the project area was completed at a reconnaissance level to confirm and update the results of the field survey conducted for the Cultural Report, and the possible artifacts recorded during that survey were revisited. Upon closer inspection of the items and their environs, however, it was determined that neither the clam shell nor the potential lithic core were cultural in nature. The resurvey was focused on the open field in the northwestern portion of the project site and the undeveloped hill in the southeastern portion. The strip of relatively undisturbed land on the southwestern edge of the project area, along Highway 101, was excluded from the program since no ground disturbance would occur in that area as a result of the proposed project.

At the time of the resurvey, the northwestern portion of the project area, which had been used as a storage and staging area by the City and the tenants occupying City-owned properties adjacent to Thousand Oaks Boulevard, was covered with scattered vegetation at some locations and broken concrete fragments and piles of gravel at others. The hill in the southeastern portion was covered with scattered vegetation. No archaeological features or artifacts were encountered during the resurvey.

Subsurface archaeological exploration in the project area was undertaken through the controlled excavation of three trenches and three backhoe test pits in the northwestern portion and two shovel test pits in the southeastern portion. The shovel test pits (STP-01 and -02) were placed on the hill in the southeastern portion of the project site. A single lithic core was recovered from STP-01 at a depth of 0-10 centimeters. The weathered, single directional blade basalt core, used to manufacture small, expedited tools such as blades and scrapers, likely dates to the Late Prehistoric Period.

The backhoe test pits (TP-01, -02, and -03) were excavated on open land to the northwest of the Civic Arts Plaza. They measured approximately 1.5x1 meters in dimension and were excavated to a depth of 1.5 meters. All three of the test pits contained previously disturbed soil in the top 20-60 centimeters. No artifacts were recovered from these test pits.

The backhoe trenches (TR-01, -02, and -03), each measuring approximately 10 meters in length and 1 meter in width, were excavated in 5-meter segments and were strategically placed to assess the archaeological sensitivity in the northwestern portion of the project area. A single lithic flake was recovered from TR-02 at a depth of 40-50 centimeters. It is a small tertiary flake of basalt that has detachment scars on the ventral and dorsal surfaces.

Based on trench sidewall profiles, soil stratigraphy in the northwestern portion of the project area appears to be relatively uniform, with the top 0-20 centimeters of soil consisting of moist, fine silty loam. Below this stratum is medium-compacted silty clay loam with small rocks, and compacted sandy loam with small rocks was found at the maximum depth of the trenches. TR-03, which featured silty to sandy loam, contained a fair amount of modern construction debris, likely from a building that was at this location until 2005. In the backhoe test pits, sidewall profiles suggest that the soil has been disturbed up to 60 centimeters in depth, with crushed gravel found in TP-01, crushed gravel and asphalt fragments found up to 30 centimeters in TP-02, and modern refuse found up to 20 centimeters in TP-03.

No other artifacts or any archaeological features were found in any of the excavation units, in the back-dirt, or in the screened soil samples. The two minor finds, the only known remnants of the once extensive prehistoric artifact scatter, were determined to contribute little to the potential historical/ archaeological significance of what is left of Site 56-000654 today.

5.4.2 Regulatory Setting

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

Federal

National Historic Preservation Act

Enacted in 1966 and amended in 2000, the National Historic Preservation Act (NHPA) declared a national policy of historic preservation and instituted a multifaceted program, administered by the Secretary of the Interior, to encourage the achievement of preservation goals at the federal, State, and local levels. The NHPA authorized the expansion and maintenance of the National Register of Historic Places (NRHP), established the position of the State Historic Preservation Officer (SHPO) and provided for the designation of State Review Boards, set up a mechanism to certify local governments to carry out the purposes of the NHPA, assisted Native American tribes to preserve their cultural heritage, and created the Advisory Council on Historic Preservation (ACHP). The NHPA dictates that it is necessary to identify, evaluate, and mitigate effects to historic properties within the area of potential effects (APE) of proposed undertakings as defined by 36 Code of Federal Regulations (CFR) 800.16(y). The NHPA defines a historic property as any "prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register, including artifacts, records, and material remains related to such a property or resource" (54 United States Code Section 300308).

Section 106 Process

Through regulations associated with the NHPA, an impact on a cultural resource would be considered significant if government action would affect a resource listed in or eligible for listing in the NRHP. The NHPA codifies a list of cultural resources found to be significant within the context of national history, as determined by a technical process of evaluation. Resources that have not yet been placed on the NRHP, and are yet to be evaluated, are afforded protection under the Act until shown to be not significant.

The Section 106 evaluation process does not apply to projects undertaken under City environmental compliance jurisdiction. However, should the undertakings require funding, permits, or other administrative actions issued or overseen by a Federal agency, analysis of potential impacts on cultural resources following the Section 106 process would likely be necessary. The Section 106 process typically excludes cultural resources created less than 50 years ago unless the resource is considered highly significant from the local perspective. Finally, the Section 106 process allows local concerns to be voiced, and must consider aspects of local significance before a significance judgment is rendered.

The steps of the Section 106 process are accomplished through consultation with the 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 Native American 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 Native American tribes, as set forth in Executive Order 13175, 65 FR 87249 (Nov. 9, 2000), and Presidential Memorandum of Nov. 5, 2009.

The proposed project does not require any federal funding, permits, or other federal action.

Secretary of The Interior's Standards for The Treatment of Historic Properties

Evolving from the Secretary of the Interior's Standards for Historic Preservation Projects with Guidelines for Applying the Standards that were developed in 1976, the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings were published in 1995 and codified as 36 CFR 67. Neither technical nor prescriptive, these standards are "intended to promote responsible preservation practices that help protect our Nation's irreplaceable cultural resources." "Preservation" acknowledges a resource as a document of its history over time, and emphasizes stabilization, maintenance, and repair of existing historic fabric. "Rehabilitation" not only incorporates the retention of features that convey historic character but also accommodates alterations and additions to facilitate continuing or new uses. "Restoration" involves the retention and replacement of features from a specific period of significance. "Reconstruction", the least used treatment, provides a basis for recreating a missing resource. These standards have been adopted, or are used informally, by many agencies at all levels of government to review projects that affect historic resources.

National Register of Historic Places

The National Register of Historic Places (NRHP) is the official register of districts, sites, buildings, structures, and objects determined to be worth special protections due to their historic or artistic significance. The 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 indicate what properties should be considered for protection from destruction or impairment" (36 CFR 60.2).

Section 106 of the NHPA and its implementing regulations (36 CFR Part 800) note that for a cultural resource to be determined eligible for listing in the NRHP, the resource must meet specific criteria associated with historic significance and possess certain levels of integrity of form, location, and setting. The criteria for listing on the NRHP are applied within an analysis when there are some questions as to the significance of a cultural resource. The criteria for evaluation are defined as the quality of significance in American history, architecture, archaeology, engineering, and culture. This quality must be present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association. A property is eligible for the NRHP if it is significant under one or more of the following criteria:

- **Criterion A:** It is associated with events that have made a significant contribution to the broad patterns of our history; or
- **Criterion B:** It is associated with the lives of persons significant in our past; or
- **Criterion C:** It embodies 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
- **Criterion D:** It has yielded, or may be likely to yield, information important in prehistory or history.

Criterion D is usually reserved for archaeological resources. Eligible cultural resources must meet at least one of the above criteria and exhibit integrity, measured by the degree to which the resources retain their historical properties and convey their historical character regarding the following: location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity, a property must possess several, and usually most, of these seven aspects.

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.

State

California Environmental Quality Act (CEQA)

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 a 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, 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) 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

Created in 1992 and implemented in 1998, the CRHR is "an authoritative guide in California to be used by State and local agencies, private groups, and citizens to identify the State's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change." Certain properties, including those listed in or formally determined to be eligible for listing in the NRHP and California Historical Landmarks numbered 770 or higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical resources surveys or designated by local landmarks programs, may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the criteria modeled on the NRHP criteria.

A cultural resource is evaluated under four California Register criteria to determine its historical significance. A resource must be significant in accordance with one or more of the following criteria:

- **Criterion 1:** Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; or
- **Criterion 2:** Is associated with the lives of persons important to our past; or
- **Criterion 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
- **Criterion 4:** Has yielded, or may be likely to yield, information important in prehistory or history.

Age

In addition to meeting one or more of the above criteria, the California Register requires that sufficient time must have passed to allow a "scholarly perspective on the events or individuals associated with the resource." Fifty years is generally used as a general estimate of the time needed to understand the historical importance of a resource. The Office of Historic Preservation (OHP) recommends documenting, and taking into consideration in the planning process, any cultural resource that is 45 years or older.

Period of Significance

The period of significance for a property is "the length of time when a property was associated with important events, activities, or persons, or attained the characteristics which qualify it for National Register listing." The period of significance begins with the date of the earliest important land use or activity that is reflected by historic characteristics tangible today. The period closes with the date when events having historical importance ended. The period of significance for an archaeological property is "the broad span of time about which the site or district is likely to provide information."

Archaeological properties may have more than one period of significance.

Historic Context

The significance of cultural resources is generally evaluated using a historic context that groups information about related historical resources based on theme, geographic limits, and chronological period.

Integrity

The California Register also requires a resource to possess integrity, which is defined as "the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association." Archaeologists use the term "integrity" to describe the level of preservation or quality of information contained within a district, site, or excavated assemblage. Integrity is relative to the specific significance that the resource conveys. Although it is possible to correlate the seven aspects of integrity with standard archaeological site characteristics, those aspects are often unclear for evaluating the ability of an archaeological resource to convey significance under Criterion 4. The integrity of archaeological resources is judged according to the site's ability to yield scientific and cultural information that can be used to address important research questions.

Eligibility

Resources that are significant, meet the age guidelines, and possess integrity are considered eligible for listing in the California Register.

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 that 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 landowner 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."

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).

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) define 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 the tribal cultural resources update to Appendix G of the CEQA Guidelines, which was approved by the Office of Administrative Law on September 27, 2016.

It is the intent of AB 52 to accomplish all of the following:

1. Recognize that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities.
2. Establish a new category of resources in CEQA called "tribal cultural resources" that considers the tribal cultural values in addition to the scientific and archaeological values when determining impacts and mitigation.
3. Establish examples of mitigation measures for tribal cultural resources that uphold the existing mitigation preference for historical and archaeological resources of preservation in place, if feasible.
4. Recognize that California Native American tribes may have expertise with regard to their tribal history and practices, which concern the tribal cultural resources with which they are traditionally and culturally affiliated. Because CEQA calls for a sufficient degree of analysis, tribal knowledge about the land and tribal cultural resources at issue should be included in environmental assessments for projects that may have a significant impact on those resources.
5. In recognition of their governmental status, establish a meaningful consultation process between California Native American tribal governments and lead agencies, respecting the interests and roles or all California Native American tribes and project proponents, and the level of required confidentiality concerning tribal cultural resources, at the earliest possible point in CEQA environmental review process, so that tribal cultural resources can be identified, and culturally appropriate mitigation and mitigation monitoring programs can be considered by the decision making body of the lead agency.
6. Recognize the unique history of California Native American tribes and uphold existing rights of all California Native American tribes to participate in, and contribute their knowledge to, the environmental review process pursuant to CEQA.
7. Ensure that local and tribal governments, public agencies, and project proponents have information available, early in CEQA environmental review process, for purposes of identifying and addressing potential adverse impacts to tribal cultural resources, and to reduce the potential for delay and conflicts in the environmental review process.
8. Enable California Native American tribes to manage and accept conveyance of, and act as caretakers of, tribal cultural resources.
9. Establish that a substantial adverse change to a tribal cultural resource has a significant effect on the environment.

PRC section 21080.3.1 requires that, within 14 days after a lead agency determines an application for a project is complete or a decision is made 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 to be 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 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, 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.

Regional

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

Local

Thousand Oaks General Plan

The City of Thousand Oaks General Plan Conservation Element includes policies and implementation measures to address the City's cultural resources. The following policies and implementation measures are relevant to the proposed project:

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 11.3 Archaeological 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.

5.4.3 Impact Thresholds and Significance Criteria

Significance Guidelines

Historical Resources

Impacts to a significant cultural resource that affect characteristics that would qualify it for the NRHP or that adversely alter the significance of a resource listed in or eligible for listing in the CRHR are considered a significant effect on the environment. These impacts could result from "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (CEQA Guidelines Section 15064.5[b][1], 2000). Material impairment is defined as demolition or alteration "in an adverse manner [of] those characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register" (CEQA Guidelines Section 15064.5[b][2][A]). CEQA states that when a project will cause damage to a historical resource, reasonable efforts must be made to preserve the resource in place or left in an undisturbed state. Mitigation measures are required to the extent that the resource could be damaged or destroyed by a project. Projects that follow the Secretary of the Interior's Standards for the Treatments of Historic Properties are typically mitigated below the level of significance.

Archaeological Resources

A significant prehistoric archaeological impact would occur if grading and construction activities result in a substantial adverse change to archaeological resources determined to be "unique" or "historic". "Unique" resources are defined in Public Resources Code Section 21083.2; "historic" resources are defined in Public Resources Code Section 21084.1 and CEQA Guidelines Section 15126.4.

Public Resources Code Section 21083.2(g) states:

> As used in this section, "unique archaeological resource" means 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:
>
> 1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
> 2. Has a special and particular quality, such as being the oldest of its type or the best available example of its type; or
> 3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

CEQA states that when a project would cause damage to a unique archaeological resource, reasonable efforts must be made to preserve the resource in place or leave it in an undisturbed state. Mitigation measures are required to the extent that the resource could be damaged or destroyed by a project.

CEQA Significance Criteria

During the preparation of this EIR, Appendix G of the CEQA Guidelines was used as the thresholds of significance for evaluating impacts associated with the proposed project. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5 (refer to Impact Statement CUL-1);

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5 (refer to Impact Statement CUL-2); and/or

c) Disturb any human remains, including those interred outside of dedicated cemeteries (refer to Impact Statement CUL-3)

Based on the aforementioned standards and/or criteria, the effects of the proposed project have been categorized as one of the two following levels of significance: 1) "less than significant impact"; or 2) "significant and unavoidable impact." If a potentially significant impact cannot be reduced to a less than significant level through the incorporation of mitigation measures, the impact is classified as a significant and unavoidable impact for the purposes of CEQA.

5.4.4 Impacts and Mitigation Measures

The proposed project involves two components: (1) development of two mixed-use buildings, a hotel, a park, a restaurant, associated infrastructure, hardscape, landscaping, and site improvements (herein referenced as the "development component"), and (2) development of a bandshell and associated amphitheatre, the adaptive reuse of the existing Civic Arts Plaza, and the temporary relocation of City staff and in-person public services associated with the existing City Hall to off-site location(s) within existing permitted office space within City boundaries (herein referenced as the "adaptive reuse, outdoor amphitheatre, and temporary relocation components"). An evaluation of the CEQA thresholds follows.

Historic Resources

Impact CUL-1	**The proposed project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5.**

Impact Analysis

Project-Level Analysis

Historic-Period Resources

Based on the Cultural Report, three commercial buildings from the historic period were identified at the proposed locations for Buildings E2 and E3 and associated infrastructure and hardscape improvements. The buildings include an auto service shop, a former tavern, and a former Taco Bell restaurant at 1934, 1938, and 1948 Thousand Oaks Boulevard, respectively. The buildings were constructed between 1955 and 1968 and therefore meet the age threshold for consideration as potential "historical resources". As part of the cultural resources study, CRM TECH recorded the buildings into the California Historical Resources Inventory; they were evaluated for historical significance and were found to be ineligible for listing in the California Register of Historical Resources or for local designation.

The existing Civic Arts Plaza (CAP) complex was built between 1992 and 1994 and was designed by master architect Antoine Predock, who was responsible for dozens of notable buildings in California and other states. Guidelines for the California Register of Historical Resources provide for the consideration of properties less than 50 years old for listing, but such properties are required to be of "exceptional importance". Though the CAP serves as a hub for performing arts and local government operations, the complex does not possess characteristics which would stow upon the buildings an exceptional level of significance as required by the California Register.

The CAP is notable for its connection to Antoine Predock. However, based on the Cultural Report, there is no evidence that the design for these buildings represents an exceptional or particularly important example of his extensive body of work. Additionally, Predock remained active in the field of architecture through the early 2000s before passing away in 2024; therefore, the end of his architectural career was too recent to allow for an adequate assessment of his contribution to the field or the significance of this project in his career. Thus, the CAP does not warrant consideration as a potential historical resource due to insufficient age, and its architecture not being of particular significance to the history of the surrounding area or Antoine Predock.

According to the Cultural Report, no other properties of historical origin were encountered within the project area. Therefore, there are no buildings within the project site that constitute "historical resources" pursuant to CEQA.

Within one mile of the project site, the Cultural Report identified 36 additional cultural resource studies, from which 10 cultural resources were recorded, including two historic-period sites. One of the historic-period sites was a group of rock features located in the hills on the southwestern side of Highway 101, and the other represented a group of buildings, including a former restaurant and a residence, all of which were demolished in 2017. Neither of the historic-period sites were found within the vicinity of the project site, and the proposed project would not affect these sites.

Prehistoric Archaeological Resources

Based on the Cultural Report, a previously recorded archaeological site, Site 56-000654, was found to be lying partially within the project area of disturbance. Site 56-000654 was first recorded in the 1970s as an artifact scatter from a prehistoric village or seasonal habitation area. The site was evaluated through an archaeological testing program in 1986, prior to the construction of the CAP, and was found not to constitute a "unique archaeological resource". Mitigative data recovery was subsequently carried out, and much of the site was removed during the CAP project under archaeological monitoring. However, a more recent archaeological monitoring program in 2004-2005 focused on the adjacent "The Lakes" property, which observed additional prehistoric archaeological remains on the surface within the current project site, resulting in an expansion of the boundary of Site 56-000654.

During the field survey for the Cultural Report, two possible prehistoric artifacts were noted on the surface of the project site, although both occurred in an extensively disturbed context. Due to the undeveloped nature of the southeastern and northwestern portions of the project site under existing conditions, the Extended Phase I Archaeological Study was conducted to resurvey the project site, conduct archaeological excavations, analyze the recovered artifacts in a laboratory, and assess the potential for "historical resources" to occur within the project site. The Extended Phase I Archaeological Study determined that the recovered artifacts were both common by-products of toolmaking throughout prehistoric times. Additionally, two lithic materials were discovered during the excavations; however, this material is widely available in the Thousand Oaks/Conejo Valley area. Therefore, no diagnostic artifacts or significant archaeological features were found within the project site. Based on the Extended Phase I Archaeological Study, the recent findings from Site 56-000654 hold little potential for any important archaeological data for the study of local and regional prehistory. The remnants of the site in the project area do not meet the criteria for listing in the California Register of Historical Resources and do not qualify as a "historical resource" or a "unique archaeological resource" pursuant to CEQA.

Additionally, the Extended Phase I Archaeological Study determined that the portion of the project area located in the northwest corner of the site, west of Dallas Drive, which appears to be less disturbed upon surface observation, has undergone substantial past disturbance. Evidence of disturbance was discovered at 60 centimeters below the ground surface, exceeding the depths of the artifacts recovered during the excavations. Therefore, the project site does not retain the unaltered original surface soils from the prehistoric or early historic period.

Within one mile of the project site, the Cultural Report identified 36 additional cultural resource studies, from which 10 cultural resources were recorded, including eight prehistoric sites. Most of the prehistoric sites consisted of stone tools, lithic scatters, rock shelters, and quarries. All of the sites were located in the hills on the southwestern side of Highway 101. None of the prehistoric sites were found within the vicinity of the project site, and the proposed project would not affect these sites.

Therefore, there are no known historical resources or unique archaeological resources within the project site. However, due to the demonstrated sensitivity of the project site and surrounding area for archaeological remains from the prehistoric period, there is potential for the unanticipated discovery of cultural resources during project construction. Mitigation Measures CUL-1 and CUL-2 are required to reduce potential impacts to an archaeological resource qualifying as a historical resource. Mitigation Measure CUL-1 requires Worker Environmental Awareness Program training for all

construction personnel and monitors prior to the start of construction activities. Mitigation Measure CUL-2 requires a qualified archaeologist to be present on-site to monitor all ground-disturbing activities. With the implementation of Mitigation Measures CUL-1 and CUL-2, future development in accordance with the proposed development component would not result in significant impacts on historical resources. Impacts to historical resources would be less than significant with mitigation incorporated.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. The adaptive reuse component would include construction within the already-disturbed development pattern of the existing CAP complex and is therefore unlikely to encounter previously undiscovered historic resources. Additionally, development of the outdoor amphitheatre component would occur adjacent to The Lakes property, within an area subject to previous disturbance and mitigative data recovery; it is also unlikely for construction of the outdoor amphitheatre component to encounter previously undiscovered historic resources.

Additionally, the Cultural Report and Extended Phase I Archaeological Study that the analysis herein is based on combined the adaptive reuse and outdoor amphitheatre components with the project-level development component; the initial field survey encompassed the entire project area. The Extended Phase I Archaeological Study did not include the portions of the project area proposed for development of the adaptive reuse and outdoor amphitheatre components, as further investigation of these locations was not determined necessary by the Cultural Report. The conclusions of both studies regarding the potential presence of historic resources and associated impacts assumed complete implementation of the proposed project. As analyzed above, the CAP does not warrant consideration as a potential historical resource, and the proposed project, including the adaptive reuse and outdoor amphitheatre components, would result in less than significant impacts on historic resources with the implementation of Mitigation Measure CUL-1 and CUL-2. Although it is unlikely that undiscovered historic resources may be present within the development footprints of the adaptive reuse and outdoor amphitheatre components, because of the demonstrated sensitivity of the entire project area for cultural resources, Mitigation Measures CUL-1 and CUL-2 would also be required for the adaptive reuse and outdoor amphitheatre components to reduce potential impacts to historic resources to less than significant.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries at which other cultural resources may be present. However, this component would not result in new development and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts on historic resources. Through implementation of Mitigation Measures CUL-1 and CUL-2, which would be applicable to all construction phases and activities associated with the proposed project, the adaptive reuse and outdoor amphitheatre components would result in less than significant impacts on historic resources.

MITIGATION MEASURES

PROJECT-LEVEL ANALYSIS

MM CUL-1 **Worker Environmental Awareness Program.** Worker Environmental Awareness Program (WEAP) training shall be provided to all construction personnel and monitors who are not trained archaeologists prior to the start of construction activities. A basic presentation and handout or pamphlet shall be prepared to ensure proper identification and treatment of inadvertent cultural resource discoveries. The purpose of the WEAP training is to provide specific details on the kinds of

cultural materials, both prehistoric and historic, that may be identified during construction of the project and explain the importance of and legal basis for the protection of cultural resources. Each worker shall also be provided with the proper procedures to follow in the event that cultural resources or human remains are discovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate notification of the site supervisor and the qualified archaeological and Native American monitors. If the discovery is Native American, a Native American monitor shall be notified. The Applicant shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.

MM CUL-2 **Unanticipated Discovery of Cultural Resources.** The project applicant shall retain a qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for archaeology and has experience in California prehistoric and historic resources, prior to the start of any earthwork activities related to project construction, to monitor all ground-disturbing activities within the areas of native soil (i.e., below existing areas of artificial fill from previous construction). In the event that potential prehistoric or historic-era archaeological resources (sites, features, or artifacts) are exposed during construction activities for the project, all construction work occurring within a 50-foot buffer of the find shall immediately stop, and a qualified archaeologist must be notified immediately to assess the significance of the find and determine whether or not additional study is warranted. Depending on the significance of the find under the California Environmental Quality Act (CEQA), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work (e.g., preparation of an archaeological treatment plan, testing, or data recovery) may be warranted. 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. If Native American resources are discovered or are suspected, each of the consulting tribes for the project shall be notified, as dictated by California Health and Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and CEQA Guidelines Section 15064.5(e). An archaeological monitoring report shall be prepared within 60 days following completion of ground disturbance and submitted to the City of Thousand Oaks Community Development Director for review. This report shall document compliance with approved mitigation, document the monitoring efforts, and include an appendix with daily monitoring logs. The final report shall be submitted to the South-Central Coastal Information Center and interested consulting tribes.

PROGRAMMATIC-LEVEL ANALYSIS

Mitigation Measures CUL-1 through CUL-2 are also applicable to the adaptive reuse and outdoor amphitheatre components due to the demonstrated sensitivity of the entire project area to contain cultural resources.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

Archaeological Resources

Impact CUL-2	**The proposed project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.**

Impact Analysis

Project-Level Analysis

Only one known archaeological resource was identified within the project site as a result of the Cultural Report. Site 56-000654 overlaps the project site boundary. However, as described above, the Extended Phase I Archaeological Study

determined that the artifacts discovered within Site 56-000654 do not qualify as "unique archaeological resources" pursuant to CEQA. No "unique archaeological resources" are known to be present within the project site. No additional archaeological resources were identified within or immediately adjacent to the project site. Previous grading of the project site to develop the CAP complex and the commercial buildings located in the northwestern portion of the project site removed native soils that would have the potential to contain intact archaeological deposits. Additionally, during the development of the CAP complex, mitigative data recovery was conducted to remove artifacts from the site.

The Extended Phase I Archaeological Study also determined that the portion of the project area located in the northwest corner of the site, west of Dallas Drive, which appears to be less disturbed upon surface observation, has undergone substantial past disturbance and does not retain the unaltered original surface soils from the prehistoric period. As such, the likelihood of 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 an archaeological resource. Implementation of Mitigation Measures CUL-1 and CUL-2 would reduce potential impacts on unknown archaeological deposits to less than significant.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. The adaptive reuse component would include construction within the already-disturbed development pattern of the existing CAP complex and is therefore unlikely to encounter previously undiscovered archaeological resources. Additionally, development of the outdoor amphitheatre component would occur adjacent to The Lakes property, within an area subject to previous disturbance and mitigative data recovery; it is unlikely for construction of the outdoor amphitheatre component to encounter previously undiscovered archaeological resources.

Additionally, the Cultural Report and Extended Phase I Archaeological Study that the analysis herein is based on combined the adaptive reuse and outdoor amphitheatre components with the project-level development component; the initial field survey encompassed the entire project area. The Extended Phase I Archaeological Study did not include the portions of the project area proposed for development of the adaptive reuse and outdoor amphitheatre components, as further investigation of these locations was not determined necessary by the Cultural Report. The conclusions of both studies regarding the potential presence of archaeological resources and associated impacts assumed complete implementation of the proposed project. As analyzed above, the proposed project, including the adaptive reuse and outdoor amphitheatre components, would result in less than significant impacts on archaeological resources with the implementation of Mitigation Measure CUL-1 and CUL-2. Although it is unlikely that undiscovered archaeological resources may be present within the development footprints of the adaptive reuse and outdoor amphitheatre components, because of the demonstrated sensitivity of the entire project area for cultural resources, Mitigation Measures CUL-1 and CUL-2 would also be required for the adaptive reuse and outdoor amphitheatre components to reduce potential impacts to archaeological resources to less than significant.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries at which other cultural resources may be present. However, this component would not result in new development and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts on archaeological resources. Through implementation of Mitigation Measures CUL-1 and CUL-2, which would be applicable to all construction phases and activities associated with the proposed project, the adaptive reuse and outdoor amphitheatre components would result in less than significant impacts on archaeological resources.

MITIGATION MEASURES

PROJECT-LEVEL ANALYSIS

Refer to Mitigation Measures CUL-1 and CUL-2.

PROGRAMMATIC-LEVEL ANALYSIS

Mitigation Measures CUL-1 through CUL-2 are also applicable to the adaptive reuse and outdoor amphitheatre components due to the demonstrated sensitivity of the entire project area to contain cultural resources.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

Burial Sites

Impact CUL-3	**The proposed project would not disturb any human remains, including those interred outside of dedicated cemeteries.**

Impact Analysis

Project-Level Analysis

The project site has been disturbed, and the majority of the project site is currently developed. No known formal or informal cemeteries or other burial places are known to exist within the project area, and the proposed project is unlikely to disturb human remains. However, because the proposed project would involve earthmoving activities, there is the possibility, albeit low, that such actions could unearth, expose, or disturb previously unknown human remains. In compliance with State and federal requirements, if human remains are encountered during excavation activities, all work shall halt at the site and/or nearby areas reasonably suspected to overlie adjacent remains, and the County Coroner shall be notified. The coroner shall determine whether the remains are of forensic interest within two working days of receiving notification. If the Coroner, with the aid of the qualified archaeologist, determines that the remains are prehistoric, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours of the determination. The NAHC shall be responsible for designating the most likely descendant (MLD), who will be responsible for the ultimate disposition of the remains, as required by Section 5097.98 of the California PRC. Compliance with the regulatory requirements regarding the unanticipated discovery of human remains, which are included as a standard condition of approval for the proposed project, would ensure that impacts on human remains or burial sites would be less than significant.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. The adaptive reuse component would include construction within the already-disturbed development pattern of the existing CAP complex and is therefore unlikely to encounter human remains. Additionally, development of the outdoor amphitheatre component would occur within an area subject to previous disturbance; it is also unlikely for construction of the outdoor amphitheatre component to encounter human remains.

As analyzed above, the proposed project, including the adaptive reuse and outdoor amphitheatre components, would result in less than significant impacts on burial sites/human remains with compliance with State regulations regarding the unanticipated discovery of human remains, which are also included as a standard condition of approval for the proposed project. Therefore, compliance with existing regulations and the standard conditions of approval would

reduce potential impacts of the adaptive reuse and outdoor amphitheatre components on burial sites to less than significant.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries at which burial sites may be present. However, this component would not result in new development and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts on burial sites. Through compliance with existing regulations and standard conditions of approval, the adaptive reuse and outdoor amphitheatre components would result in less than significant impacts on burial sites.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.4.5 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." The cumulative analysis below considers the proposed project's impacts in conjunction with the future buildout of the General Plan and cumulative projects listed in Table 4-1, Cumulative Projects List.

Historic Resources

- The proposed project, combined with other cumulative projects, would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5.

Impact Analysis

Cumulative projects developed in the vicinity of the project site have the potential to result in cumulatively considerable impacts on historical resources. However, impacts on cultural resources are generally site-specific. Similar to the proposed project, related cumulative projects would be required to undergo project-specific environmental review under CEQA and the lead agency's discretionary review process to determine potential impacts based on project-specific ground-disturbing activities.

As summarized above, there are no known historical resources located on the project site. The existing buildings at the project site do not qualify as "historical resources" pursuant to CEQA. Additionally, the Extended Phase I Archaeological Study determined that archaeological Site 56-000654 does not contain known historical resources within the project site. However, due to the demonstrated sensitivity of the project site for cultural resources, Mitigation Measures CUL-1 and CUL-2 are required to reduce potential impacts to historical resources to less than significant. Thus, the proposed project would not contribute to a cumulatively considerable impact. Cumulative impacts would be less than significant.

MITIGATION MEASURES

Refer to Mitigation Measures CUL-1 and CUL-2.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

Archaeological Resources

- The proposed project, combined with other cumulative projects, would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.

Impact Analysis

Cumulative projects developed in the vicinity of the project site have the potential to result in cumulatively considerable impacts on archaeological resources. However, impacts on cultural resources are generally site-specific. Similar to the proposed project, related cumulative projects would be required to undergo project-specific environmental review under CEQA and the lead agency's discretionary review process to determine potential impacts based on project-specific ground-disturbing activities.

As summarized above, there are no known archaeological resources located on the project site. The Extended Phase I Archaeological Study determined that archaeological Site 56-000654 does not contain known, unique archaeological resources within the project site. However, due to the demonstrated sensitivity of the project site for cultural resources, Mitigation Measures CUL-1 and CUL-2 are required to reduce potential impacts to archaeological resources to less than significant. Thus, the proposed project would not contribute to a cumulatively considerable impact. Cumulative impacts would be less than significant.

MITIGATION MEASURES

Refer to Mitigation Measures CUL-1 and CUL-2.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

Burial Sites

- The proposed project, combined with other cumulative projects, would not disturb any human remains, including those interred outside of dedicated cemeteries.

Impact Analysis

Development of the proposed project, in combination with other projects in the area, would include ground disturbance during construction activities. These construction activities could result in significant impacts on unknown human remains interred outside formal cemeteries. However, similar to the proposed project, related cumulative projects would be required to undergo project-specific environmental review under CEQA and the lead agency's discretionary review process to determine potential impacts based on project-specific ground-disturbing activities.

As summarized above, there are no known burial sites located on the project site. However, because the proposed project would involve earthmoving activities, there is the possibility that such actions could unearth, expose, or disturb previously unknown human remains. The proposed project would be required to comply with State and local regulations that provide requirements with regard to the accidental discovery of human remains, including California Health and Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and CEQA Guidelines Section 15064.5(e). Compliance with these regulations and the standard conditions of approval would reduce potential impacts on burial sites/human remains to less than significant. Thus, the proposed project would not contribute to a cumulatively considerable impact. Cumulative impacts would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.4.6 Significant Unavoidable Impacts

No significant unavoidable impacts related to cultural resources have been identified.

5.5 Energy

This section analyzes potential project impacts related to energy consumption and energy plan consistency. Such impacts include the depletion of nonrenewable resources (e.g., oil, natural gas, coal, etc.) and emissions of pollutants during both construction and operations. Mitigation measures are recommended to avoid or reduce potential impacts, if any. Energy technical data is included as Appendix C, Air Quality/Greenhouse Gas Emissions/Energy Data.

5.5.1 Existing Setting

Electricity/Natural Gas Services

Southern California Edison (SCE) provides electrical services in Ventura County, including the City of Thousand Oaks (City), through State-regulated public utility contracts. Over the past 15 years, electricity generation in California has undergone a transition. Historically, California has relied heavily on oil- and gas-fired plants to generate electricity. Spurred by regulatory measures and tax incentives, California's electrical system has become more reliant on renewable energy sources, including cogeneration, wind energy, solar energy, geothermal energy, biomass conversion, transformation plants, and small hydroelectric plants. Unlike petroleum production, the generation of electricity is usually not tied to the location of the fuel source and can be delivered over great distances via the electrical grid. 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).

Although SCE delivers electricity through its infrastructure, the City has been a participant in the regional Clean Power Alliance (CPA) since 2019. The CPA allows residents and businesses to choose to receive energy generated from renewable sources from the CPA, delivered by SCE infrastructure. The default for new connections in the City is participation in the CPA. Power provided in the City is primarily procured from the CPA, which contracts with private firms to procure energy from producers that meet certain qualifications. Member cities and counties can choose a default rate option for the community, called Lean Power, Clean Power, and 100 Percent Green Power, which reflects the amount of renewable energy being delivered, but each end user is able to change the selection or opt out of the program. The default rate for Thousand Oaks customers is 100 Percent Green Power, which is electricity derived from solar and wind energy generators. The Lean Power and Clean Power options use a combination of other sources, but do not include energy derived from coal or natural gas.

The Southern California Gas Company (SoCalGas) provides natural gas services to the City. Natural gas is a hydrocarbon fuel found in reservoirs beneath the earth's surface and is composed primarily of methane (CH_4). It is used for space and water heating, process heating, and electricity generation, and as a transportation fuel. Use of natural gas to generate electricity is expected to increase in the coming years because it is a somewhat cleaner alternative to other fossil fuels like oil and coal.

Although SCE delivers electricity through its infrastructure, the City is a participant in the regional Clean Power Program. In California and throughout the western United States, many new electrical generation plants that are fired by natural gas are being brought online. Thus, there is great interest in importing liquefied natural gas from other parts of the world. Nearly 45 percent of the electricity.[29,30]

[29] California Energy Commission, Supply and Demand of Natural Gas in California, https://www.energy.ca.gov/data-reports/energy-almanac/californias-natural-gas-market/supply-and-demand-natural-gas-california. Accessed October 16, 2025.
[30] Ibid.

Energy Usage

Electricity and natural gas are primarily consumed by the built environment for lighting, appliances, heating and cooling systems, and fireplaces, as well as industrial processes and alternative fuel vehicles.

Most of California's electricity is generated in-State, but California relies on out-of-state imports for nearly 60 percent of its natural gas supply. In 2024, 62,157 GWh, or approximately 22 percent of California's electricity, was imported from the Northwest and Southwest. Of the 278,338 GWh of total electricity consumed in California in 2024, 216,181 GWh was generated in-State.[31] Approximately 129,205 GWh or 60 percent of the in-State generation was from renewable energy sources, such as wind, solar photovoltaic, geothermal, and biomass.[32]

The electricity consumption attributable to Ventura County from 2014 to 2024 is shown in Table 5.5-1, Electricity Consumption in Ventura County 2014-2024.[33] As indicated in Table 5.5-1, energy consumption in Ventura County peaked in 2015 and slowly decreased after that.

Table 5.5-1
Electricity Consumption in Ventura County 2014-2024

Year	Electricity Consumption (in millions of kilowatt hours)
2014	5,430
2015	5,573
2016	5,417
2017	5,466
2018	5,398
2019	5,296
2020	5,261
2021	5,176
2022	5,336
2023	5,125
2024	5,212

Source: California Energy Commission, *Electricity Consumption*, https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0, accessed October 16, 2025.

The natural gas consumption in Ventura County from 2014 to 2024 is shown in Table 5.5-2, Natural Gas Consumption in Ventura County 2014-2024.[34] Natural gas consumption in Ventura County peaked in 2019 and slowly decreased since.

Table 5.5-2
Natural Gas Consumption in Ventura County 2014-2024

Year	Natural Gas Consumption (in millions of therms)
2014	160
2015	162
2016	173
2017	171
2018	167

[31] California Energy Commission, 2024 Total System Electric Generation, https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2024-total-system-electric-generation. Accessed October 16, 2025.
[32] Ibid.
[33] Electricity consumption data is not available for the City. The year 2024 is the most recent year for which the County's electricity consumption data is available.
[34] Natural gas consumption data is not available for the City. The year 2024 is the most recent year for which the County's natural gas consumption data is available.

Year	Natural Gas Consumption (in millions of therms)
2019	187
2020	180
2021	176
2022	171
2023	179
2024	169

Source: California Energy Commission, *Natural Gas Consumption by County*, https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1, accessed October 16, 2025.

Gasoline/Diesel Fuels

Petroleum fuels are primarily consumed by on-road and off-road equipment, and some industrial processes. Though California's population and economy are expected to grow, gasoline demand is forecasted to decline due to improvements in fuel efficiency and increased light-duty vehicle electrification.

California is one of the top producers of petroleum in the nation, with Statewide drilling operations concentrated primarily in Kern and Los Angeles Counties. A network of crude oil pipelines connects production areas to oil refineries in the Los Angeles area, the San Francisco Bay Area, and the Central Valley. In 2019, the State supplied about 3 percent of the United States' total onshore and offshore production of crude oil. California oil refineries also process Alaskan and foreign crude oil received at ports in Los Angeles, Long Beach, and the San Francisco Bay Area. Crude oil production in California and Alaska is in decline, and California refineries depend increasingly on imports. Of the total amount of California's oil supply in 2022, 59 percent was supplied by imports, 26 percent by California, and 15 percent by Alaska.

In California, gasoline consumed primarily by light-duty cars, pickup trucks, and sport utility vehicles is the most used transportation fuel. Diesel, the second most-used transportation fuel, is primarily consumed by heavy-duty trucks, delivery vehicles, buses, trains, ships, boats, and barges, farm equipment, and heavy-duty construction and military vehicles. Both gasoline and diesel are primarily petroleum-based, and their consumption releases GHG emissions. The transportation sector is the single largest source of GHG emissions in the State and accounts for the largest share of the State's energy consumption. Nearly 39 percent of all inventoried GHG emissions in the State in 2024 were generated by the transportation sector.[35] The State's transportation sector accounts for approximately 86 percent of California's total petroleum consumption in 2023.[36] To reduce Statewide vehicle emissions, California requires that all motorists use California Reformulated Gasoline, which is sourced almost exclusively from in-State refineries.

Automotive fuel consumption in Ventura County from 2014 to 2024 is shown in Table 5.5-3, Automotive Fuel Consumption in Ventura County 2014-2024. As shown in Table 5.5-3, since 2014, on-road automotive fuel consumption in Ventura County has steadily increased until 2018 before decreasing, and off-road fuel consumption has steadily increased until 2019 before decreasing.

[35] California Air Resources Board, Current California GHG Emission Inventory Data, https://ww2.arb.ca.gov/ghg-inventory-data. Accessed November 4, 2025.
[36] United States Energy Information Administration, Table F16: Total Petroleum Consumption Estimates, 2023, https://www.eia.gov/state/seds/sep_fuel/html/fuel_use_pa.html. Accessed November 4, 2025.

Table 5.5-3
Automotive Fuel Consumption in Ventura County 2014-2024

Year	On-Road Automotive Gasoline and Diesel Fuel Consumption (Gallons)	Construction Sector Off-Road Diesel Fuel Consumption (Gallons)
2014	289,066,777	3,647,698
2015	296,094,383	3,923,635
2016	301,581,590	4,208,105
2017	305,769,174	4,503,601
2018	303,659,464	4,808,145
2019	302,943,156	5,123,754
2020	248,949,997	4,674,319
2021	272,893,066	4,672,281
2022	271,242,961	4,671,468
2023	275,757,290	4,671,291
2024	264,265,702	4,698,066

Source: California Air Resources Board, EMission FACtor model 2021 (*EMFAC2021)*, accessed on October 16,2025.

5.5.2 Regulatory Setting

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

Federal

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 was enacted to improve vehicle fuel economy and help reduce dependence on foreign oil. Specifically, the act increases the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS), which requires fuel producers to use at least 36 billion gallons of biofuel in 2022 and reduces the nation's demand for oil by setting a national fuel economy standard of 35 miles per gallon by 2020, an increase in fuel economy standards of 40 percent. On June 21, 2023, the U.S. Environmental Protection Agency (U.S. EPA) announced a final rule to establish biofuel volume requirements and associated percentage standards for cellulosic biofuel, biomass-based diesel, advanced biofuel, and total renewable fuel for the years 2023 to 2025. The act also sets energy efficiency standards for lighting and appliances.

Energy Policy and Conservation Act

The Energy Policy and Conservation Act was enacted in 1975 and established fuel economy standards for new light-duty vehicles sold in the United States. As a result of the act, the National Highway Traffic and Safety Administration (NHTSA) was tasked with establishing and regularly updating vehicle standards.

Corporate Average Fuel Economy Standards

Established by the US Congress in 1975, the Corporate Average Fuel Economy (CAFE) Standards (49 Code of Federal Regulations Parts 531 and 533) set fuel economy standards for all new passenger cars and light trucks sold in the United States. The NHTSA and the U.S. EPA jointly administer the CAFE standards, which become more stringent each year.
In August 2016, the U.S. EPA and NHTSA announced the adoption of phase two programs related to the fuel economy and greenhouse gas (GHG) emissions standards for medium- and heavy-duty trucks. The phase two program applied to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards were expected to lower carbon dioxide (CO2) emissions by approximately 1.1 billion metric tons of CO2 ($MTCO_2$) and reduce oil consumption by up to two billion barrels over the lifetime of the vehicles sold under the program. The NHTSA and the U.S. EPA jointly

published the "Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program" (SAFE I Rule) in September 2019 and issued the Final SAFE Rule (i.e., SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks) in April 2020. The SAFE I Rule relaxed federal CAFE vehicle standards and revoked California's authority to set its own vehicle standards. On December 29, 2021, the NHTSA issued the final rule to repeal the SAFE I Rule, effective January 28, 2022, which removes restrictions placed on states and local governments from developing innovative policies to address their specific environmental and public health challenges.[37] The U.S. EPA also issued a decision on March 14, 2022, that rescinded its 2019 withdrawal of California's authority to set its own vehicle standards.[38]

Construction Equipment Emission Standards

The U.S. EPA sets emission standards for construction equipment (discussed in greater detail in Section 5.7, Greenhouse Gas Emissions); however, these standards have also 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 through the use of control technologies such as exhaust gas aftertreatment. 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

Assembly Bill 2076

Pursuant to Assembly Bill 2076, the California Energy Commission (CEC) and California Air Resources Board (CARB) prepared and adopted a joint-agency report in 2003, titled Reducing California's Petroleum Dependence. The report included recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita vehicle miles traveled (VMT). One of the performance-based goals of Assembly Bill 2076 is to reduce petroleum demand to 15 percent below 2003 demand. Furthermore, in response to the CEC's 2003 and 2005 Integrated Energy Policy Reports (IEPR), the Governor directed the CEC to take the lead in developing a long-term plan to increase alternative fuel use.

California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24)

In 1978, the CEC established the Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as "Title 24,", California's energy efficiency standards for residential and non-residential buildings, in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and non-residential buildings. The 2025 Title 24 became effective on January 1, 2026. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2025 Title 24 standards encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, and more.

California Green Building Code (CALGreen)

The 2025 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, went into effect on January 1, 2026. CALGreen is the first-in-the-nation mandatory green buildings standards code. The California Building Standards Commission developed CALGreen to meet the State's landmark initiative, Assembly Bill (AB) 32 goals, which established a comprehensive program of cost-effective reductions of greenhouse gas (GHG) emissions to 1990 levels by 2020. CALGreen was developed to (1) reduce GHG

[37] Federal Register, Vol. 86, No. 247, December 29, 2021.
[38] Federal Register, Vol. 87, No. 49, March 14, 2022.

emissions from buildings; (2) promote environmentally responsible, cost-effective, and healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the environmental directives of the administration. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicle charging infrastructure. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-saving potential in green building practices and materials.

California Air Resources Board (CARB) Nonroad Diesel Regulations

In California, construction equipment must also comply with requirements established by the CARB, which are generally more stringent than federal standards.

CARB Nonroad Diesel Engine Regulation (In-Use Off-Road Regulation)

This regulation applies to fleets of off-road diesel equipment rated at 25 horsepower or greater and is designed to reduce emissions from existing (in-use) equipment. Key requirements include:

- Gradual fleet turnover to cleaner engines (Tier 4 where feasible)
- Retrofit of older engines with verified diesel emission control strategies
- Annual reporting and labeling requirements
- Restrictions on the use of high-emitting engines beyond specified compliance dates

CARB New Engine Certification

New off-road diesel engines sold or operated in California must be CARB-certified, which generally aligns with or exceeds U.S. EPA Tier 4 standards and ensures engines meet California's air quality goals.

California Public Utilities Commission Energy Efficiency Strategic Plan

The California Public Utilities Commission prepared an Energy Efficiency Strategic Plan (Strategic Plan) in September 2008 with the goal of promoting energy efficiency and a reduction in greenhouse gases. In January 2011, a lighting chapter was adopted and added to the Strategic Plan. The Strategic Plan is California's single roadmap to achieving maximum energy savings in the State between 2009 and 2020, and beyond 2020. The Strategic Plan contains the practical strategies and actions to attain significant statewide energy savings because of a year-long collaboration by energy experts, utilities, businesses, consumer groups, and governmental organizations in California, throughout the West, nationally, and internationally. The plan includes the four bold strategies:

1. All new residential construction in California will be zero net energy by 2020;
2. All new commercial construction in California will be zero net energy by 2030;
3. Heating, ventilation and air conditioning (HVAC) will be transformed to ensure that its energy performance is optimal for California's climate; and
4. All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.

Renewables Portfolio Standards

First established in 2002 under SB 1078, California's Renewables Portfolio Standards (RPS) require retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent by 2020 and 50 percent by 2030. SB 350, signed October 7, 2015, is the Clean Energy and Pollution Reduction Act of 2015. The objectives of SB 350 are to (1) increase the procurement of electricity from renewable sources from 33 percent to 50 percent and (2) double the energy savings in electricity and natural gas final end uses of retail customers through energy efficiency

and conservation. On September 10, 2018, Governor Jerry Brown signed SB 100, which further increased California's RPS 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 states that 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.

California Energy Commission Integrated Energy Policy Report

In 2002, the California State legislature adopted Senate Bill (SB) 1389, which requires the CEC to develop an Integrated Energy Policy Report (IEPR) every two years. SB 1389 requires the CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices, and use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the State's economy, and protect public health and safety.

The CEC adopted the 2023 Integrated Energy Policy Report (2023 IEPR) on February 14, 2024. The 2023 IEPR provides the results of the CEC's assessments of a variety of energy issues facing California, many of which will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs. The 2023 IEPR discusses speeding the connection of clean resources to the electricity grid, the potential use of clean and renewable hydrogen, and the California Energy Demand Forecast to 2040.

Local

Thousand Oaks General Plan 2045

The General Plan provides a long-range, comprehensive guide for the physical development of the City's Planning Area. The City's General Plan contains various goals and policies pertaining to sustainability and energy use. The Land Use Element contains the following relevant goals and policies:

Sustainable Buildings

- **Goal LU-11:** Power existing and new buildings with clean energy.
    - **Policy LU 11-1 Carbon-free construction.** Promote and encourage new construction that uses carbon-free energy.
    - **Policy LU 11.2 Energy efficient new construction.** Promote and encourage energy-efficient new construction through implementation of CALGreen Tier 1 and Tier 2 measures and use of Passive Solar System design features.
    - **Policy LU 11.3 On-site solar in new construction.** Promote and encourage the installation to the maximum extent possible of on-site solar (or other distributed renewable energy) in new construction, including rooftop, carports and additional technologies as they evolve.
    - **Policy LU 11.7 Electrical Vehicle charging stations new development.** Require EV ready receptacles sufficient to support users in new development.

The Mobility Element contains the following relevant goals and policies:

Sustainability

- **Goal M-6:** Create and maintain a transportation system that reduces impacts to the environment while leveraging sustainability innovations.
    - **Policy M-6.2 Decrease vehicle miles traveled.** Prioritize pedestrian, bicycle and other micro-mobility transportation means, and transit enhancements. Encourage infill, mixed-use, and other land use development that locates resources and services near residents' homes.

The Community Facilities and Services Element contains the following relevant goals and policies:

Citywide Infrastructure

- **Goal CFS-1:** Develop citywide infrastructure that supports existing and future development.
    - **Policy CFS-1.3 Sustainable design.** Promote the design of infrastructure projects that use sustainable materials, reduce carbon emissions, and minimize energy, water and waste during construction.

Water Supply, Reclamation, and Conservation

- **Goal CFS-4:** Encourage building and landscape design that conserves or recycles water.
    - **Policy CFS-4.1 Water conservation and reuse.** Promote and implement water conservation measures and reuse practices, including water-efficient fixtures, leak detection, water recycling, greywater systems, and rainwater harvesting.
    - **Policy CFS-4.5 Building water efficiency.** Minimize future water use by requiring all new development to meet Green Building Standards identified by the US Environmental Protection Agency and other regulatory entities.

Thousand Oaks Climate & Environmental Action Plan

The City adopted a Climate & Environmental Action Plan (CEAP) in May 2024. The CEAP details strategies and actions that the City would use to protect the environment and address climate change. The City's CEAP addresses three components of sustainability: equity, the environment, and the economy. The actions contained in the CEAP would reduce the City's collective GHG emissions, reduce air pollution impacts, support local economic development, increase local resilience, and improve public health. The following strategies and actions pertaining to energy use in the CEAP are applicable to the proposed project:

- **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.
- **Goal BE3:** Transition to Greener Energy.
    - **Measure BE3.3:** Install solar at all City facilities.
- **Goal TR1:** Reduce Vehicle Miles Traveled (VMT).
    - **Measure TR1.2:** Increase opportunities to both live and work in the City.
    - **Measure TR1.4:** Plan for walkability and bikeability in new developments.
- **Goal TR2:** Increase Proportion of Clean/Electric Vehicles.
    - **Measure TR2.2**: Increase EV charging requirement above CALGreen mandatory provisions for new non-residential developments.

5.5.3 Impact Thresholds and Significance Criteria

During the preparation of this EIR, Appendix G of the CEQA Guidelines was used as the thresholds of significance for evaluating impacts associated with the proposed project. Accordingly, a project may create a significant adverse environmental impact if the project would:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (refer to Impact Statement EN-1); and/or
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency (refer to Impact Statement EN-2).

Based on the aforementioned standards and/or criteria, the effects of the proposed project have been categorized as one of the two following levels of significance: 1) "less than significant impact"; or 2) "significant and unavoidable impact." If a potentially significant impact cannot be reduced to a less than significant level through the incorporation of mitigation measures, the impact is classified as a significant and unavoidable impact for the purposes of CEQA.

Appendix F of the CEQA Guidelines is an advisory document that assists EIR preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. The analysis in Impact Statement EN-1 relies upon Appendix F of the CEQA Guidelines, which includes the following criteria to determine whether this threshold of significance is met:

- **Criterion 1**: 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.
- **Criterion 2**: The effects of the project on local and regional energy supplies and on requirements for additional capacity.
- **Criterion 3**: The effects of the project on peak and base period demands for electricity and other forms of energy.
- **Criterion 4**: The degree to which the project complies with existing energy standards.
- **Criterion 5**: The effects of the project on energy resources.
- **Criterion 6**: The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Methodology

Construction

The estimated construction fuel consumption is based on the proposed project's construction equipment list, timing/phasing, and hours of duration for construction equipment, as well as vendor, hauling, and construction worker trips. Project construction would require temporary energy consumption primarily using fuel for construction equipment, construction worker vehicle trips to and from the project site, and the import and export of earth materials to and from the project site by heavy trucks. Energy consumption during construction, including gasoline and diesel fuel consumption from construction equipment, hauling trips, vendor trips, and worker trips, was estimated using the assumptions and factors from the California Emission Estimator Model, 2022.1 (CalEEMod). The results of the CalEEMod modeling are included in Appendix C.

Operation

The analysis of impacts related to energy use considered the potential future developments on the project site. The analysis of operational electricity and natural gas usage is based on the CalEEMod modeling results for the proposed project. The proposed project's estimated electricity and natural gas consumption is based primarily on CalEEMod's default settings for Ventura County and consumption factors provided by SCE and SoCalGas, the electricity and natural gas providers for the City and the project site. The amount of operational fuel consumption was estimated using the

proposed project's annual VMT as modeled in CalEEMod, and CARB EMission FACtor model (EMFAC2021) website platform, which provides typical fuel efficiency for the County.

Energy Sources

The proposed project's annual electricity and natural gas consumption were compared to the total consumption in Ventura County in 2024, the latest year for which consumption data is available. The CalEEMod modeling included energy consumption data for the proposed project. The annual electricity (kWh) and natural gas (therms) consumption from CalEEMod were used as the approximate annual energy consumption during operation. The project would include various energy conservation measures such as cool roofs and energy-efficient appliances, etc., in compliance with Title 24 standards. However, these measures have not been modeled in CalEEMod except for energy-efficient appliances.

Fuel Consumption

The proposed project's mobile source energy consumptions were estimated by multiplying the proposed project's total VMT calculated from the proposed project trip generation and CalEEMod default values by the fuel consumption rate from EMFAC2021. Fuel consumption from mobile sources is based primarily upon Section 5.14, Transportation, of this EIR. The proposed project would generate a total net of 5,876 trips per day after taking into account internal trip credits and deducting trips generated from the existing on-site uses. Further, based on Section 5.14, the project includes multiple Transportation Demand Management (TDM) strategies and VMT reduction strategies as a project design feature, which have been modeled in the CalEEMod. The following strategies are included in the project-level analysis described below:

1. TDM: Provide Ridesharing Program.
2. TDM: Implement Commute Trip Reduction Marketing.
3. Land Use: Increase in Residential Density.
4. Pedestrian: Pedestrian Improvements (on-site and along Thousand Oaks Boulevard).
5. Affordable Housing: Affordable Housing.
6. Bike Parking: Provide Bicycle Parking.

However, to be conservative, for the purpose of this analysis, fuel consumption from the project's mobile sources is calculated without taking TDM and VMT strategies into account.

5.5.4 Impacts and Mitigation Measures

The proposed project involves two components: (1) development of two mixed-use buildings, a hotel, a park, a restaurant, associated infrastructure, hardscape, landscaping, and site improvements (herein referenced as the "development component"), and (2) development of a bandshell and associated amphitheatre, the adaptive reuse of the existing Civic Arts Plaza, and the temporary relocation of City staff and in-person public services associated with the existing City Hall to off-site location(s) within existing permitted office space within City boundaries (herein referenced as the "adaptive reuse, outdoor amphitheatre, and temporary relocation components"). An evaluation of the CEQA thresholds follows.

Energy Consumption

Impact EN-1	**The proposed project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.**

Impact Analysis

Project-Level Analysis

This analysis focuses on three sources of energy that are relevant to the proposed project: electricity, natural gas, and transportation fuel for vehicle trips and off-road equipment associated with the project.

Construction-Related Energy

During construction, the project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during demolition, grading, building construction, paving, and architectural coatings. Fuel energy consumed during construction would be temporary and would not represent a significant demand on energy resources. In addition, some incidental energy conservation would occur during construction through compliance with State requirements that heavy-duty diesel equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest U.S. EPA and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction (CEQA Appendix F, Criterion 4).

The project-related incremental increase in the use of energy bound in construction materials, such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas), would not substantially increase demand for energy compared to overall local and regional demand for construction materials. As previously discussed, the construction of the proposed project would occur in phases. Phase 1 would be completed prior to any subsequent phase (i.e., Phase 2a, Phase 2b, etc.). Phases 2a through 2c have the potential to occur simultaneously but the construction and operation of these phases would not be physically dependent on one another. Construction of Phase 3 would occur after construction of Phases 2a through 2c is completed. Construction energy consumption of each phase is presented in Table 5.5-4, Project Construction Energy Consumption. Refer to Appendix C for detailed energy data calculations.

Table 5.5-4
Project Construction Energy Consumption

Energy Type	Project Annual Energy Consumption	Ventura County Annual Energy Consumption[1]	Percent Increase Countywide
Construction Fuel Consumption (gallons)			
Phase 1			
Construction On-Road	24,247 gallons	234,751,801 gallons	0.0103%
Construction Off-Road	46,413 gallons	4,879,740 gallons	0.9511%
Phase 2a			
Construction On-Road	148,411 gallons	224,452,791 gallons	0.0661%
Construction Off-Road	27,297 gallons	4,875,397 gallons	0.5599%
Phase 2b			
Construction On-Road	2,970 gallons	224,452,791 gallons	0.0013%
Construction Off-Road	20,972 gallons	4,875,397 gallons	0.4302%
Phase 2c			
Construction On-Road	21,642 gallons	224,452,791 gallons	0.0096%
Construction Off-Road	17,567 gallons	4,875,397 gallons	0.36035%

Phase 3			
Construction On-Road	4,582 gallons	202,428,738 gallons	0.0023%
Construction Off-Road	24,916 gallons	4,870,414 gallons	0.3411%

Source: Refer to Appendix C.

Notes: [1] Countywide on-road gasoline and diesel fuel consumption are from CARB EMFAC2021. Construction off-road fuel consumption was compared with the projected Ventura Countywide off-road fuel consumption of the first year of construction; on-road fuel consumption was also compared with the projected Countywide on-road fuel consumption for the first year of construction. Construction of Phase 1 would commence in 2027, construction of Phase 2a through 2c would commence in 2028, and construction of Phase 3 would commence in 2030.

As shown in Table 5.5-4, the project would consume the most on-road fuel during Phase 2a of construction. The project's annual average fuel consumption from on-road vehicle use (i.e., vendor trips, worker trips, and hauling trips) during Phase 2a would be approximately 148,411 gallons, which would account for 0.0661 percent of the County's annual on-road consumption. Additionally, the project would consume the most off-road during Phase 1 of construction. Also indicated in Table 5.5-4, the project's annual average fuel consumption from off-road construction equipment use during Phase 1 would be approximately 46,413 gallons, which would account for 0.9511 percent of the annual construction and mining sector's fuel consumption in the County. It should be noted that the Countywide annual off-road consumption is based solely on fuel consumption for the mining and construction sector, while Countywide annual on-road consumption is based on on-road consumption. As such, construction would have a nominal effect on the local and regional energy supplies (CEQA Appendix F, Criterion 1 and Criterion 2).

Construction fuel use would be temporary and would cease upon completion of construction activities. The assessment is based on construction methods and equipment typically used for comparable development projects evaluated under CEQA throughout the region and the State. The project does not include any unusual characteristics that would require construction equipment that is less energy-efficient than that commonly used at similar construction sites (CEQA Appendix F, Criterion 5). Additionally, construction contractors would be required to comply with the provisions of California Code of Regulations Title 13, Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the U.S. EPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, per applicable regulatory requirements, such as the current 2025 CALGreen Code, the project would comply with construction waste management practices to divert a minimum of 65 percent of construction debris. Electricity and natural gas are not expected to be used during construction activities. Construction would rely on diesel-fueled equipment and vehicles, and any temporary power needs (e.g., for lighting or small tools) would be met through portable, self-contained sources, if required. No permanent electrical or natural gas connections would be established or utilized during construction. Accordingly, electricity and natural gas consumption would occur during operation only and are not anticipated during the construction phase. Therefore, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects. As such, a less than significant impact would occur.

Operation

During operation, the proposed project would consume energy in the form of direct energy demands (electricity and natural gas) as well as energy demands from mobile sources. As discussed, Phase 1 would be completed and operational prior to any subsequent phase (i.e., Phase 2a, Phase 2b, etc.). Phases 2a through 2c have the potential to be constructed simultaneously and as such, would potentially start operations simultaneously. Operation of Phase 3 would occur after Phases 2a through 2c are operational. Operational energy consumption of each phase of the proposed project is presented in Table 5.5-5, Project Operational Energy Consumption. Refer to Appendix C for detailed energy data calculations.

Table 5.5-5
Project Operational Energy Consumption

Energy Type	Project Annual Energy Consumption	Ventura County Annual Energy Consumption[2,3]	Percent Increase Countywide
Operational Energy Consumption[1]			
Phase 1[4]			
Electricity Consumption (MWh)	0 MWh	5,211,853 MWh	0.0000%
Natural Gas Consumption (therms)	0 MWh	168,556,279 therms	0.0000%
Phase 2a			
Electricity Consumption (MWh)	4,389 MWh	5,211,853 MWh	0.0842%
Natural Gas Consumption (therms)	111,485 therms	168,556,279 therms	0.0661%
Phase 2b			
Electricity Consumption (MWh)	230 MWh	5,211,853 MWh	0.0044%
Natural Gas Consumption (therms)	7,731 therms	168,556,279 therms	0.0046%
Phase 2c			
Electricity Consumption (MWh)	1,429 MWh	5,211,853 MWh	0.0274%
Natural Gas Consumption (therms)	21,480 therms	168,556,279 therms	0.0127%
Phase 3			
Electricity Consumption (MWh)	105 MWh	5,211,853 MWh	0.0020%
Natural Gas Consumption (therms)	4,796 therms	168,556,279 therms	0.0028%
Full Buildout			
Electricity Consumption (MWh)	6,153 MWh	5,211,853 MWh	0.1181%
Natural Gas Consumption (therms)	145,492 therms	168,556,279 therms	0.0863%
Operational Fuel Consumption (gallons)			
Phase 1 On-Road Fuel Consumption[4]	0 gallons	224,452,792 gallons	0.0000%
Phase 2a On-Road Fuel Consumption	699,644 gallons	190,490,176 gallons	0.3673%
Phase 2b On-Road Fuel Consumption	71,217 gallons	190,490,176 gallons	0.0374%
Phase 2c On-Road Fuel Consumption	309,689 gallons	190,490,176 gallons	0.1626%
Phase 3 On-Road Fuel Consumption	59,766 gallons	178,030,460 gallons	0.0336%
Full Buildout (Phase 1 through Phase 3) On-Road Fuel Consumption	1,140,316 gallons	178,030,460 gallons	0.6405%

Source: Refer to Appendix C.

Notes: MWh = megawatt-hour

[1] Project electricity and natural gas consumption as modeled in California Emissions Estimator Model Version 2022.1 CalEEMod) computer model. Project fuel consumption calculated based on CalEEMod results.

[2] The project's increase in electricity consumption is compared to the total consumption in Ventura County in 2024 (latest year where data is available). Energy consumption data source:

a California Energy Commission, *Electricity Consumption*, https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0, accessed November 4, 2025.

b California Energy Commission, *Natural Gas Consumption*, https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1, accessed November 4, 2025.

[3] Countywide on-road gasoline and diesel fuel consumption are from CARB EMFAC2021. On-road fuel consumption was compared with the projected Ventura Countywide on-road fuel consumption of the first year of operation of each phase. Operation of Phase 1 would commence in 2028, operation of Phase 2a through 2c would commence in 2031, and operation of Phase 3 would commence in 2032.

[4] Phase 1 would comprise roadway improvements, utility upgrades, and construction of roadways. As such, Phase 1 would not consume electricity, natural gas, and fuel.

Transportation Energy Demand

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing additional vehicle standards and for revising existing standards.

Compliance with Federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. As indicated in Table 5.5-5, the project's operational automotive transportation at full buildout (Phase 1 through Phase 3) is estimated to consume approximately 1,140,316 gallons of fuel per year. This increase would account for 0.6405 percent of the County's forecasted annual consumption of fuel for the buildout year of 2032. As such, the proposed project would account for a nominal percentage of the forecasted annual operational automotive fuel consumption for the County and, thus, would have a nominal effect on the local and regional energy supplies. The project does not propose any unusual features that would result in excessive long-term operational fuel consumption (CEQA Appendix F, Criterion 1 and Criterion 2).

The project would include multiple parking structures, a subterranean parking structure, surface parking spaces, and valet parking spaces. The proposed project would be required to comply with the most current and applicable version of the Title 24 standards pertaining to EV-capable spaces and parking stalls with EV chargers. The project would also include features such as bicycle parking, electric vehicle charging stations, and vanpool/carpool parking, which would promote near-zero and zero-emissions technologies and encourage alternative modes of transportation. Additionally, the project site is near several bus stops that are serviced by Thousand Oaks Transit. The project would also install a new bus pull-out area and bus shelter along East Thousand Oaks. Thus, the project would encourage and support the use of EVs and alternative modes of transportation, thus reducing petroleum fuel consumption (CEQA Appendix F, Criterion 4 and Criterion 6). As previously stated, the project includes multiple Transportation Demand Management (TDM) strategies and VMT reduction strategies. The following strategies are included in the project-level analysis described below:

1. TDM: Provide Ridesharing Program.
2. TDM: Implement Commute Trip Reduction Marketing.
3. Land Use: Increase in Residential Density.
4. Pedestrian: Pedestrian Improvements (on-site and along Thousand Oaks Boulevard).
5. Affordable Housing: Affordable Housing.
6. Bike Parking: Provide Bicycle Parking.

As previously stated, this analysis has not taken trip credits due to TDM and VMT reduction strategies. Therefore, fuel consumption associated with vehicle trips generated by the project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. A less than significant impact would occur.

Building Energy Demand

The CEC developed 2024 to 2040 forecasts for energy consumption and peak demand in support of the 2023 IEPR for each of the major electricity and natural gas planning areas and the State based on the economic and demographic growth projections. CEC forecasted baseline electricity consumption grows at a rate of about 1.7 percent annually through 2040.[39] Natural gas consumption grows at a rate of about 0.2 percent annually through 2035.[40] As shown in Table 5.5-5, the project's operational energy consumption at full buildout would result in an annual electricity and natural gas consumption of 6,153 MWh and 145,492 therms, respectively. As shown in Table 5.5-5, the operational energy consumption associated with the proposed project would result in approximately 0.1181 percent increase in electricity consumption and approximately 0.0863 percent increase in natural gas consumption over the current Countywide usage. As such, energy consumption would be significantly below CEC's forecasts and the current Countywide usage. Therefore, the project would be consistent with the CEC's energy consumption forecasts and would not require additional energy capacity or supplies (CEQA Appendix F, Criterion 1 and Criterion 2). The project would also consume energy during the same time periods as other surrounding residential, commercial, and institutional

[39] California Energy Commission, 2023 Integrated Energy Policy Report, page 130, July 14, 2024.

[40] Based on the 2023 Integrated Energy Policy Report, the gas forecast is updated every two years, in odd years. As such, the natural gas consumption shown here is based on the California Energy Commission, Final 2022 Integrated Energy Policy Report Update, page 140, May 10, 2023.

developments. As a result, the project would not result in unique or more intensive peak or base period electricity demand (CEQA Appendix F, Criterion 3).

The project would be required to comply with the most current and applicable version of the Title 24 Building Energy Efficiency Standards (commonly known as Title 24), which provides minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. The project would also comply with the CALGreen Code pertaining to the installation of EV charging stations. Compliance with the most current and applicable Title 24 standards significantly reduces energy usage (CEQA Appendix F, Criterion 4).

Furthermore, the electricity provider, SCE, is subject to California's RPS. The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 60 percent of total procurement by 2030 and 100 percent of total procurement by 2045. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale, such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance on such energy resources further ensures that new development projects will not result in the waste of finite energy resources. In compliance with Title 24, including the CALGreen Code, the project would install high-efficiency lighting and energy-efficient appliances. The project would also include solar-ready roofs. As a result, the project would ensure energy consumption is kept to a minimum through these components (CEQA Appendix F, Criterion 5).

Overlapping Energy Demands

Since the proposed project would be built in phases, the construction and operation of certain phases of the proposed project may overlap. Table 5.5-6, Overlapping Phases Energy Consumption, presents the potential energy consumption overlap.

Table 5.5-6
Overlapping Phases Energy Consumption

Energy Type	Project Annual Energy Consumption	Ventura County Annual Energy Consumption[2]	Percent Increase Countywide
Operational Energy Consumption			
Fuel Consumption (gallons)			
Phase 2 (Phase 2a+Phase 2b+Phase 2c) Construction[2]	238,859 gallons	229,328,189 gallons	0.1042%
Phase 2 Operation plus Phase 3 Construction	1,098,705 gallons	195,359,596 gallons	0.5624%

Source: Refer to Appendix C.

Notes:

1. Countywide fuel consumption is from CARB EMFAC2021. Consumption is based on on-road fuel consumption plus fuel consumption of off-road vehicles (construction and mining sector). Fuel consumption was compared with the projected Ventura Countywide on-road fuel consumption of the first year of overlap. Operation of Phase 1 would overlap with Phase 2a through 2c construction in 2028 and operation of Phase 1 through 2c would overlap with Phase 3 construction in 2031.
2. While construction of Phase 2a, Phase 2b, and Phase 2c may occur independently from one another due to funding, the following evaluation would present the simultaneous construction of the three phases as a conservative analysis.

Phase 1 operation would overlap with the construction of Phase 2 (Phase 2a, Phase 2b, and Phase 2c). However, as previously noted, Phase 1 would not involve any operational activities and therefore would not involve operational energy demand. Additionally, the operation of Phases 1 and 2 would also overlap with the construction of Phase 3. While construction of Phase 2a, Phase 2b, and Phase 2c may occur independently from one another due to funding, Table 5.5-6 showcases the scenario where construction occurs simultaneously. As shown in Table 5.5-6, energy consumption from the operation of Phase 1 and the construction of Phases 2a through 2c is estimated to consume approximately 238,859 gallons of fuel per year. This increase would account for 0.1042 percent of the County's

forecasted annual consumption of fuel for the overlap year of 2028. Additionally, energy consumption from the operation of Phases 1 and 2 and the construction of Phase 3 is estimated to consume approximately 1,098,705 gallons of fuel per year. This increase would account for 0.5624 percent of the County's forecasted annual consumption of fuel for the overlap year of 2031. As such, the proposed project would account for a nominal energy consumption percentage of the County's annual energy consumption. Impacts would be less than significant.

Conclusion

Based on the analysis above, the project would not cause wasteful, inefficient, and unnecessary consumption of building energy during project operation, or preempt future energy development or future energy conservation. Overall, the proposed project would account for a nominal energy consumption percentage of the County's annual energy consumption. As such, impacts resulting from the proposed project would be less than significant.

Programmatic-Level Analysis

The Project-Level Analysis presented above is also applicable to the adaptive reuse and outdoor amphitheatre components, as it evaluates the project site as a whole. These components do not involve any unique characteristics or operational features that would result in impacts different from those already analyzed.

At full programmatic buildout, the adaptive reuse and outdoor amphitheatre components would allow up to approximately 26,385 square feet of commercial uses and 84,150 square feet of institutional uses, including up to 2,744 institutional performance venue seats. Implementation of these components would not result in wasteful, inefficient, or unnecessary consumption of building energy during project operation, nor would it preempt future energy development or conservation efforts.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries at which other energy usage would occur. However, this component would not result in new development or a substantial increase in employees beyond existing staffing levels already accounted for, and would be temporary in nature. No construction is proposed off-site. As such, the temporary relocation component would not result in additional energy-related impacts beyond those already analyzed.

Therefore, the adaptive reuse and outdoor amphitheatre components would have a less than significant impact.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Energy Efficiency and Renewable Energy Standards Consistency

Impact EN-2	**The proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency.**

Impact Analysis

Project-Level Analysis

The City does not have a plan adopted specifically for renewable energy or energy efficiency. Nonetheless, this analysis focuses on project consistency with applicable objectives, policies, and measures within the General Plan.

Consistency with the General Plan

The project would comply with all applicable goals and policies identified in the General Plan, as listed in Table 5.5-7, Consistency with the General Plan.

Table 5.5-7
Consistency with the General Plan

Goal and Policies	Project Consistency
Goal LU-11: Power existing and new buildings with clean energy.	
Policy LU 11.1 Carbon-free construction. Promote and encourage new construction that uses carbon-free energy.	**Consistent.** The electricity provider for the project, SCE, is subject to California's RPS. The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 60 percent of total procurement by 2030 and 100 percent of total procurement by 2045. The proposed project would use SCE as a service provider, and as such, the proposed project would be consistent with this policy.
Policy LU 11.3 On-site solar in new construction. Promote and encourage the installation to the maximum extent possible of on-site solar (or other distributed renewable energy) in new construction, including rooftop, carports and additional technologies as they evolve.	**Consistent.** The proposed project would install solar-ready roofs in accordance with CALGreen standards.
Policy LU 11.7 Electrical Vehicle charging stations new development. Require EV ready receptacles sufficient to support users in new development.	**Consistent.** The proposed project would install EV ready receptacles and EV chargers in accordance with CALGreen standards.
Goal M-6: Create and maintain a transportation system that reduces impacts to the environment while leveraging sustainability innovations.	
Policy M-6.2 Decrease vehicle miles traveled. Prioritize pedestrian, bicycle and other micro-mobility transportation means, and transit enhancements. Encourage infill, mixed-use, and other land use development that locates resources and services near residents' homes.	**Consistent.** The proposed project would be developed as a pedestrian-oriented project with active ground-floor components, entertainment, and open space throughout the project site. Additionally, the proposed project would include bicycle infrastructure (short- and long-term bicycle parking and bicycle lockers), which would encourage cycling as an alternative mode of transportation. The project would also include mixed-use developments, residential, and commercial uses on-site, which would provide the opportunity to work and live within the project site.
Goal CFS-1: Develop citywide infrastructure that supports existing and future development.	
Policy CFS-1.3 Sustainable design. Promote the design of infrastructure projects that use sustainable materials, reduce carbon emissions, and minimize energy, water and waste during construction.	**Consistent.** The proposed project would be constructed in accordance with the most current Title 24 standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Compliance with the most current Title 24 standards would ensure the project minimizes energy and water usage.
Goal CFS-4: Encourage building and landscape design that conserves or recycles water.	
Policy CFS-4.1 Water conservation and reuse. Promote and implement water conservation measures and reuse practices, including water-efficient fixtures, leak detection, water recycling, greywater systems, and rainwater harvesting.	**Consistent.** The proposed project would include water conservation measures, such as low-flow fixtures, drought-tolerant landscaping, and water-efficient irrigation. The project would also comply with the most current Title 24 standards, which would minimize water usage.
Policy CFS-4.5 Building water efficiency. Minimize future water use by requiring all new development to meet Green Building Standards identified by the US Environmental Protection Agency and other regulatory entities.	

Source: City of Thousand Oaks, Thousand Oaks General Plan 2045, adopted December 5, 2023.

Consistency with State and Regional Energy Plans

The project would comply with the State and regional plans for renewable energy and energy efficiency. State and regional plans for renewable energy and energy efficiency include the CEC's IEPR and Title 24 standards, including the CALGreen Code. The project would meet the most current and latest Title 24 standards for energy efficiency and incorporate all applicable energy efficiency measures (e.g., high-efficiency lighting, energy-efficient appliances, etc.). Compliance with Title 24 standards, including the CALGreen Code, would ensure the project's consistency with the IEPR building energy efficiency recommendations, which would, in turn, ensure project conformance with the State's energy reduction goals. While the project site doesn't have access to certain renewable energy sources like biodiesel, biomass, hydroelectric, or ocean-based technologies, it will still support clean energy. The project is designed with solar-ready roofs, meeting the requirements of Title 24 energy standards. The project site's electricity provider, SCE, is also subject to SB 100, which requires SCE to procure eligible renewable energy electricity to 60 percent of total procurement by 2030 and 100 percent of total procurement by 2045. As such, the project would be consistent with State and local plans and regulations for renewable energy.

Programmatic-Level Analysis

The Project-Level Analysis presented above is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. These components do not involve any unique features or operational characteristics that would result in impacts different from those already evaluated.

At full programmatic buildout, the adaptive reuse and outdoor amphitheatre components would accommodate up to approximately 26,385 square feet of commercial uses and 84,150 square feet of institutional uses, including up to 2,744 institutional performance venue seats. As discussed under the Project-Level Analysis, implementation of these components would be consistent with applicable State and regional plans for renewable energy and energy efficiency. These plans include the California Energy Commission's Integrated Energy Policy Report (IEPR) and Title 24 of the California Code of Regulations, including the CALGreen Code.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries at which other energy usage would occur. However, this component would not result in new development or a substantial increase in employees beyond existing staffing levels already accounted for, and would be temporary in nature. No construction is proposed off-site. As such, the temporary relocation component would not result in additional energy-related impacts beyond those already analyzed.

In addition, development of the adaptive reuse and outdoor amphitheatre components would be required to comply with all applicable building codes, energy efficiency standards, and greenhouse gas reduction measures in effect at the time of construction. Consistency with Goals BE2, BE3, TR2, and SW1.4 would therefore be evaluated as part of the programmatic component of the project, which encompasses broader City-initiated actions, future redevelopment efforts, and policy-driven improvements to existing buildings and operations. Therefore, the adaptive reuse and outdoor amphitheatre components would have a less than significant impact.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.5.5 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." The geographic context for the cumulative analysis of electricity consumption is SCE's service

area, and the geographic context for the cumulative analysis of natural gas consumption is SoCalGas' service area. While the geographic context for transportation-related energy use is more difficult to define, it is meaningful to consider the project in the context of countywide consumption. Growth within these areas is anticipated to increase the demand for electricity, natural gas, and transportation energy, as well as the need for energy infrastructure, such as new or expanded energy facilities.

Energy Consumption

- **The proposed project, combined with other cumulative projects, would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.**

Impact Analysis

Buildout of the project and additional growth forecasted to occur in the SCE and SoCalGas service areas would increase electricity and natural gas consumption. Therefore, the project and related projects would cumulatively increase the need for electrical and natural gas supplies and infrastructure capacity, potentially including new or expanded electrical and natural gas facilities. However, as discussed above, the project's electricity demand would not significantly increase SCE's total electricity demand for its service population, and the project's natural gas demand would be nominal compared to SoCalGas' total natural gas demand for its service population. Although future developments would result in the use of renewable and nonrenewable electricity and natural gas resources during construction and operation, which could limit future availability, the use of such resources would be on a relatively small scale, given the sizes and types of uses proposed by the related projects, and would be reduced by measures being similarly implemented for the project. In addition, SCE and SoCalGas implement long-range planning methods that would account for regional and local growth expectations for their respective service areas. Furthermore, other future development projects and related projects would be expected to incorporate energy conservation features, comply with applicable regulations, including the CALGreen Code and Title 24 standards, and incorporate mitigation measures, as necessary. As such, the project's contribution to cumulative impacts related to the wasteful, inefficient, and unnecessary use of electricity and natural gas would not be cumulatively considerable and, therefore, would be less than significant.

Buildout of the project, the related projects, and additional forecasted growth would cumulatively increase the demand for transportation-related fuel in the state and region. As analyzed above, project transportation fuel usage would represent a small percentage of total fuel consumption within Ventura County. As with the project, other future development projects would be expected to reduce VMT by encouraging a mix of land uses and the use of alternative modes of transportation, among other methods. As such, the project's contribution to cumulative impacts related to the wasteful, inefficient, and unnecessary use of transportation fuel would not be cumulatively considerable and, therefore, would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Energy Efficiency and Renewable Energy Standards Consistency

- **The proposed project, combined with other cumulative projects, would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency.**

Impact Analysis

The related projects within the project vicinity and future development projects would be required to comply with the CALGreen Code and the Title 24 Standards. As related projects would be required to meet the same energy

consumption standards, there would be no significant cumulative impacts with regard to consistency with applicable State and regional plans for renewable energy and energy conservation plans. Therefore, the project's contribution to cumulative impacts related to consistency with adopted energy conservation plans or state/local energy standards for renewable energy or energy efficiency would not be cumulatively considerable and, therefore, would be less than significant.

Furthermore, the project and other cumulative projects in the vicinity would be subject to the most current version of the Title 24 and CALGreen standards. As the project would result in less than significant impacts in regard to conflicting with State or local plans for renewable energy or energy efficiency, the project's cumulative impacts would not be cumulatively considerable. Impacts would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.5.6 Significant Unavoidable Impacts

No significant unavoidable impacts related to energy have been identified.

5.6 Geology and Soils

This section describes the geologic, soil, and seismic conditions within the project area and evaluates the potential for impacts associated with the implementation of the proposed project. The analysis in this section is based in part on the Preliminary Geotechnical Investigation, Civic Arts Plaza Master Plan, City of Thousand Oaks, 2100 Thousand Oaks Blvd, Thousand Oaks, California 91362 (Geotechnical Investigation), prepared by Cotton, Shires, and Associates, Inc. (CSA), dated May 2025. A complete copy of this technical study is included in Appendix H, Geotechnical Investigation.

5.6.1 Existing Setting

Geology and Subsurface Conditions

Regional Geology

According to the Geotechnical Investigation, the project site is located within the Transverse Range Geomorphic Province, which is characterized by east-trending ridge and valley sequences, resulting from normal and reversed faulting that uplifted the Santa Ynez and Santa Susana Mountains. The project site lies on the southern end of an east-trending syncline that is south of and parallel to the Simi-Santa Rosa Fault. The Simi-Santa Rosa Fault is an east-trending, north-dipping reverse fault that extends from the Las Posas Hills east-northeastward along the northern edge of the Conejo Valley. The area south of the Simi-Santa Rosa Fault is relatively void of faults.

Geologic units in the region consist of Tertiary marine sedimentary and volcanic rocks, along with local accumulations of Quaternary alluvium and valley fill. The project site is located along the northern flank of the foothills of the Santa Monica Mountains along the southern edge of Arroyo Conejo, a narrow west-northwest trending valley located between the Conejo Valley to the west and the Russell Valley to the southeast.

The northern half of the project site is relatively flat-lying, and the southern half of the project site is characterized by low hills with gentle to steep slopes. The site is underlain by Miocene volcanic conglomerate, which crops out in the hills that make up the southern portion of the site, and Holocene to late-Pleistocene age colluvium and alluvium, which cover the flatter northern half of the site. The Geotechnical Investigation indicates that hard to very hard volcanic basalt of the middle Miocene Conejo Volcanics underlies the volcanic conglomerate and colluvial/alluvial soils. Regional geology is depicted in Figure 9, Regional Geologic Map, of the Geotechnical Investigation.

Site-Specific Geology

A subsurface investigation conducted as part of the Geotechnical Investigation indicates that the project site is underlain by artificial fill, colluvium and alluvium, and bedrock. These materials are presented below:

- **Artificial Fill (caf and af):** Artificial fill material was encountered during the Geotechnical Investigation, consisting of presumably certified fill (caf) or undocumented fill (af). Additionally, compacted fill placed during rough grading of the Civic Arts Plaza (CAP) buildings, parking structure, and east access road is documented in prior studies. The presumably certified fill includes Dallas Drive (south of Thousand Oaks Boulevard to the CAP parking structure), and the City Hall lower parking lot area.
- **Colluvium (Qc) and Alluvium (Qal):** Native soils consisting of colluvium (Qc) and alluvium (Qal) were encountered at the surface beneath the artificial fill material during the Geotechnical Investigation. These native soils generally overlie bedrock and consist of medium dense clayey and silty sand, and stiff to very sandy clay with varying amounts of gravel. According to the Geotechnical Investigation, these native soils generally demonstrate low to moderate expansion potential, low to moderate compressibility, and very low potential for hydro-consolidation.
- **Bedrock (Tcbvc and Tcv):** Bedrock underlies the native soils at the project site, which consists of detrital volcanic conglomerate assigned to the Calabasas Formation (Tcbvc). The Tcbvc material overlies basalt and andesite-dacite breccia or agglomerate (Tcv) and is anticipated to be correlative with the Basaltic Lower Zone

of the Conejo Volcanics Formation. According to the Geotechnical Investigation, the Tcbvc material consists of firmly consolidated, moderately cemented, very weathered to weathered dark yellowish-brown to orange-brown silty clayey sand and gravel with cobbles and rare boulders.

Groundwater

As detailed in the Geotechnical Investigation and discussed above, groundwater was encountered between 14 and 17 feet below ground surface. Additionally, the site is mapped with a historical groundwater depth of 10 feet. The Geotechnical Investigation determined that groundwater seepage may develop in the future, and dewatering activities may be required within those excavation areas.

Geologic Hazards

Faulting and Surface Ruptures

According to the Geotechnical Investigation, the project site is located in a very seismically active area. Historically, the project area has been subjected to strong seismic ground shaking from major earthquakes and is anticipated to continue to experience strong ground shaking in the future. The Simi-Santa Rosa Fault is the closest controlling active fault, which is located approximately 6.27 miles to the northwest of the project site.

Earthquake Fault Zones have been established along known active faults in California in accordance with the Alquist-Priolo Earthquake Fault Zoning Act. The State Geologist defines an “active” fault as one which has had surface rupture within recent geologic time (i.e., Holocene time, (i.e., Holocene time, <11,700 years before present [BP]). Earthquake Fault Zones have been delineated to encompass traces of known Holocene-active faults to address hazards associated with fault ruptures within California. Where developments for human occupancy are proposed within these zones, the State requires detailed fault evaluations to be performed so that engineering geologists can identify the locations of active faults and recommend setbacks from locations of possible surface fault ruptures.

According to the Geotechnical Investigation, the project site is not located in the Alquist-Priolo Earthquake Fault Zone. No active surface faults are mapped across the project site. Furthermore, evidence of active faulting was not observed at the project site during the field investigation conducted as part of the Geotechnical Investigation.

Seismicity

Although no active surface faults are mapped across the project site, nor was evidence of active faulting observed during the field investigation conducted as part of the Geotechnical Investigation, the site is located in the seismically active Southern California region and could be subjected to moderate to strong ground shaking in the event of an earthquake associated with the Simi-Santa Rosa Fault.

Liquefaction and Lateral Spreading

Liquefaction occurs when saturated, loose to medium-dense sands, and low-plasticity silts and clays are subjected to seismically induced strong shaking. Liquefiable soils typically lose a portion of, or all of, their shear strength and regain strength after shaking stops. Soil movements, both vertical and lateral, can occur as a result of liquefaction and ground shaking.

According to the Geotechnical Investigation, the site is not located within a State-Designated Liquefaction Hazard Zone. Subsurface conditions encountered during the Geotechnical Investigation indicate that conditions encountered by other previous studies in proximity to the project site generally consist of medium dense and stiff native alluvial soils with moderately plastic fines overlying bedrock with variable depths of perched groundwater within the native soils. Based on these conditions, the Geotechnical Investigation concluded that liquefaction is not considered a significant hazard at the project site.

Landslides and Slope Stability

According to the Geotechnical Investigation, the project site is not located within an Earthquake-Induced Landslide Hazard Zone. Furthermore, no evidence of landslides was observed during the field survey associated with the Geotechnical Investigation. As such, landslide hazards are considered low.

Subsidence

Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content.

According to the U.S. Geological Survey (USGS), the City of Thousand Oaks (City), including the project site, is not located in an area of known subsidence.[41]

Ground Settlement and/or Collapse

Ground 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 a reduction in volume during and shortly after an earthquake event.

Based on the site-specific geology of the project site, as outlined in the Geotechnical Investigation, the site is not considered susceptible to ground settlement.

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. According to the Geotechnical Investigation, the on-site soils are anticipated to have low to moderate plasticity; thus, the on-site soils would have a moderate expansion potential.

Paleontological Resources

According to the Thousand Oaks General Plan 2045 (General Plan), paleontology is the study of prehistoric life as shown by fossil remains. Fossils are mineralized or petrified impressions of plants and animals from past geologic ages. Virtually all the fossils in the City are contained in sedimentary rocks due to the depositional nature of their origin. These rocks consist of shales, sandstones, siltstones, and conglomerate, and date from ancient times when the area was submerged under shallow seas or when swampy terrestrial environments were more frequent. In these kinds of environments, hard parts of once living organisms can fall into the substrate and become covered by sediment, gradually becoming mineralized and eventually forming a fossil. The principal sedimentary bedrocks in the City include the Miocene-age Topanga and Monterey formations in the eastern and southern areas of the City, and the Sespe, Llajas, Santa Susana, and Chatsworth formations of Oligocene to Cretaceous age found near the northeast part of the City. As outlined in Thousand Oaks General Plan 2045 Environmental Impact Report (General Plan EIR) Table 4.8-1, Geologic Units in the Planning Area and their Paleontological Sensitivity, soils are considered to have paleontological sensitivity ranging from low (Holocene) to high (late-Pleistocene) depending on the chronological age of the geologic unit. Accordingly, on-site soils are considered to have paleontological sensitivity ranging from low to high.

[41] U.S. Geological Survey, Areas of Land Subsidence in California, https://ca.water.usgs.gov/land_subsidence/california-subsidence-areas.html, accessed November 30, 2025.

5.6.2 Regulatory Setting

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

Federal

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act of 1977 (Public Law 95-124) established the National Earthquake Hazards Reduction Program, which is coordinated through the Federal Emergency Management Agency (FEMA), USGS, the National Science Foundation, and the National Institute of Standards and Technology. The purpose of the National Earthquake Hazards Reduction Program is to establish measures for earthquake hazards reduction and promote the adoption of earthquake hazards reduction measures by federal, State, and local governments; national standards and model code organizations; architects and engineers; building owners; and others with a role in planning and constructing buildings, structures, and lifelines, which is achieved through the following:

- Grants, contracts, cooperative agreements, and technical assistance;
- Development of standards, guidelines, and voluntary consensus codes for earthquake hazards reduction for buildings, structures, and lifelines; and
- Development and maintenance of a repository of information, including technical data, on seismic risk and hazards reduction.

The National Earthquake Hazards Reduction Program is intended to improve the understanding of earthquakes and their effects on communities, buildings, structures, and lifelines through interdisciplinary research that involves engineering, natural sciences, and social, economic, and decision sciences.

National Pollutant Discharge Elimination System

The National Pollutant 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 the NPDES permit program, the U.S. Environmental Protection Agency (U.S. EPA) began requiring NPDES permits for: (1) municipal separate storm sewer systems (MS4s) generally serving or located in incorporated cities with 100,000 people or more (referred to as municipal permits); (2) a total of 11 specific categories of industrial activities (including landfills); and (3) construction activities that disturb five acres or more of land. Phase II of the U.S. EPA's NPDES permit program, which became effective in early 2003, extended the requirements for NPDES permits to (1) numerous small MS4s; (2) construction sites of one to five acres; and (3) industrial facilities owned or operated by small MS4s. In 2009, the U.S. EPA published effluent limitation guidelines and new sources performance standards for the construction and development industry that became effective in 2010. The NDPES permit program is typically administered by individual authorized entities.

The U.S. EPA 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-discharges of industrial and municipal wastewater into the waters of the United States.

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 was passed into law following the destructive February 9, 1971, San Fernando earthquake (magnitude of 6.6), to mitigate the hazard of surface faulting to structures for human occupancy. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Alquist-Priolo Earthquake Fault Zoning Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. The Alquist-Priolo

Earthquake Fault Zoning Act requires the State Geologist to establish regulatory zones, known as "Earthquake Fault Zones", around the surface traces of active faults and to issue appropriate maps. Local agencies must regulate most development projects within these zones. Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. An evaluation and written report of a specific site must be prepared by a licensed geologist. 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 from the fault (typically, 50-foot setbacks are required). The Alquist-Priolo Earthquake Fault Zoning Act groups faults into categories of active, potentially active, and inactive. Historic and Holocene age faults are considered active, Late Quaternary and Quaternary age faults are considered potentially active, and pre-Quaternary age faults are considered inactive.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (Seismic Act) addresses geo-seismic hazards, other than surface faulting, and applies to public buildings and most private buildings intended for human occupancy. The Seismic Act identifies and maps seismic hazard zones to assist cities and counties in preparing the safety elements of their general plans and encourages land use management policies and regulations that reduce seismic hazards. The Seismic Act mandates the preparation of maps delineating "Liquefaction and Earthquake-Induced Landslide Zones of Required Investigation."

Natural Hazards Disclosure Act

California Health and Safety Code Sections 17953 through 17955 and Section 1802 of the California Building Code (CBC) identify requirements for soil 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, position, and adequacy load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness.

California Building Code

CBC, Title 24, Part 2 provides building codes and standards for the design and construction of structures in the State. The CBC requires, among other things, seismically resistant construction and foundation and soil investigations prior to construction activities. The CBC also establishes grading requirements that apply to excavation and fill activities and requires the implementation of erosion control measures. The CBC is published every three years. The CBC, California Code of Regulations, and Title 24 are approved and adopted by the California Building Standards Commission. The current CBC is based on the latest International Building Code (IBC) with the addition of more extensive structural seismic provisions. CBC Chapter 16 contains definitions of seismic sources and the procedure used to calculate seismic forces on structures. Each respective city is responsible for enforcing the most current CBC version.

The purpose of the CBC is to establish minimum standards to safeguard the public health, safety, and general welfare through structural strength, means of egress, and general stability by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures within its jurisdiction. In addition, the CBC contains necessary California amendments, which are based on the American Society of Civil Engineers (ASCE) Minimum Design Standards 7-05. ASCE Minimum Design Standards 7-05 provides requirements for general structural design and includes means for determining earthquake loads as well as other loads (flood, wind, etc.) for inclusion into building codes. The provisions of the CBC apply to the construction, alteration, movement, replacement, and demolition of every building or structure, or any appurtenances connected or attached to such buildings or structures, throughout California.

The earthquake design requirements of the CBC take into account the occupancy category of the structure, site class, soil classifications, and various seismic coefficients, which are used to determine a Seismic Design Category (SDC) for a project. The SDC is a classification system that combines the occupancy categories with the level of expected ground motions at the site and ranges from SDC A (very small seismic vulnerability) to SDC E/F (very high seismic vulnerability

and near a major fault). Design specifications are then determined according to the SDC. The CBC, including Part 2, Volume 2, Chapter 18, Soils and Foundations, outlines the minimum standards for structural design and construction. This includes geotechnical evaluations, which, among other requirements, include a record of the soil profile, regulation of active faults in the area, recommendations for foundation type and design criteria that address issues, as applicable, such as (but not limited to) bearing capacity of soils, provisions to address expansive soils, settlement, and varying soil strength. If a building department or other appropriate enforcement agency determines that recommended action(s) presented in the geotechnical evaluations are likely to prevent structural damage, the approved recommended action(s) must be made a condition of the building permit (CBC Chapter 18, Section 1803.1.1.3).

The CBC provides standards for various aspects of construction, including but not limited to excavation, grading and earthwork construction, preparation of the site prior to fill placement, specification on fill materials and fill compaction and field testing, retaining wall design and construction, foundation design and construction, and seismic requirements. The CBC also includes provisions to address issues such as (but not limited to) construction on expansive soils and soil strength loss. In accordance with State law, project design and construction activities are required to comply with provisions of the CBC.

Public Resources Code Section 5097.5 and Section 30244

The State's requirements for paleontological resource management are included in Public Resources Code Section 5097.5. These statutes prohibit the removal of any paleontological site or feature from public lands without permission of the jurisdictional agency and define the removal of paleontological sites or features as a misdemeanor. Public Resources Code 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."

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 U.S. 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 land or whose projects disturb less than one acre of land 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 General Permit). Construction activities subject to the Construction General Permit include clearing, grading, and disturbances to the ground, such as stockpiling or excavation, but do 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/maps, a list of Best Management Practices (BMPs) the discharger would use to address 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 activities. Implementation of the plan begins at the commencement of construction activities and continues through project completion. Upon project completion, the project 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 applicable to the proposed project related to geology and soils.

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).

Thousand Oaks General Plan 2045

The General Plan Safety Element, Conservation Element, and Cultural and Historic Resources Element include several goals and policies regarding geology and soils in the City. The Safety Element contains the following relevant goals and policies:

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.

- **Goal S-2:** Mitigate loss, injury, damage, and economic and social dislocations resulting from soil landslides, 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.

- **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.

- **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 off-site. 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.

The Conservation Element contains the following relevant goals and policies:

Scenic Resources and Landforms

- **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.

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 resources 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.

Thousand Oaks Municipal Code (Municipal Code)

Municipal Code Title 7, Chapter 3, Grading, 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.

Municipal Code Title 8, Chapter 1, Building Code, 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.

5.6.3 Impact Thresholds and Significance Criteria

During the preparation of this EIR, Appendix G of the CEQA Guidelines was used as the thresholds of significance for evaluating impacts associated with the proposed project. Accordingly, a project may create a significant adverse environmental impact if the project would:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
    i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42 (refer to Impact Statement GEO-1);
    ii. Strong seismic ground shaking (refer to Impact Statement GEO-1);
    iii. Seismic-related ground failure, including liquefaction (refer to Impact Statement GEO-1); and/or
    iv. Landslides (refer to Impact Statement GEO-1).

b) Result in substantial soil erosion or the loss of topsoil (refer to Impact Statement GEO-2);

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse (refer to Impact Statement GEO-3);

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property (refer to Impact Statement GEO-4);

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater (refer to Impact Statement GEO-5); and/or

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (refer to Impact Statement GEO-6).

Based on the aforementioned standards and/or criteria, the effects of the proposed project have been categorized as one of the two following levels of significance: 1) "less than significant impact"; or 2) "significant and unavoidable impact." If a potentially significant impact cannot be reduced to a less than significant level through the incorporation of mitigation measures, the impact is classified as a significant and unavoidable impact for the purposes of CEQA.

5.6.4 Impacts and Mitigation Measures

The proposed project involves two components: (1) development of two mixed-use buildings, a hotel, a park, a restaurant, associated infrastructure, hardscape, landscaping, and site improvements (herein referenced as the "development component"), and (2) development of a bandshell and associated amphitheatre, the adaptive reuse of the existing CAP, and the temporary relocation of City staff and in-person public services associated with the existing City Hall to off-site location(s) within existing permitted office space within City boundaries (herein referenced as the "adaptive reuse, outdoor amphitheatre, and temporary relocation components").

Seismic-Related Hazards

Impact GEO-1	**The proposed project would not directly or indirectly cause potential substantial adverse effects involving seismic-related hazards.**

Impact Analysis

Project-Level Analysis

Rupture of a Known Fault

As indicated in Section 5.6.1, the project site is not located in an Alquist-Priolo Earthquake Fault Zone. No active surface faults are mapped across the site. Further, no evidence of active faulting was observed at the project site during the field investigation conducted as part of the Geotechnical Investigation. As such, the probability of fault rupture is considered low. Less than significant impacts would occur in this regard.

Ground Shaking

Although the development component would introduce new buildings and associated residents, visitors, and workers, the development component would not exacerbate ground shaking on-site or in the project area. The Southern California region regularly experiences seismic activity. As indicated in Section 5.6.1, the primary seismic hazard at the site is the potential for moderate to severe ground shaking in response to large-magnitude earthquakes generated during the lifetime of the development component. However, the risk of strong ground motion is common to all construction in the Southern California region and is typically mitigated through building design in accordance with the CBC.

As part of the Geotechnical Investigation, a site-specific ground motion hazard analysis was performed in accordance with ASCE 7-22 to obtain site-specific seismic design acceleration parameters, the risk-targeted maximum considered earthquake response spectrum, and the design earthquake response spectrum. The site-specific seismic design parameters are presented in Table 3, 2022 CBC Seismic Design Criteria, of the Geotechnical Investigation. These design requirements would minimize the potential for building collapse and general building damage during seismic ground shaking. The project would be required to comply with the CBC, which includes earthquake safety standards based on a variety of factors, including occupancy type, types of soils and rocks on-site, and strength of probable ground motion at the project site. In accordance with the CBC and Municipal Code Title 8, Chapter 1, the project would be required to

demonstrate compliance with the site-specific design recommendations identified in the Geotechnical Investigation to minimize the potential for damage and major injury during a seismic event; refer to MM GEO-1. Implementation of MM GEO-1 would ensure the construction and design recommendations presented in the Geotechnical Investigation are incorporated into the project design and grading and building plans. Following compliance with the CBC and Municipal Code as well as implementation of MM GEO-1, impacts related to strong seismic ground shaking would be reduced to less than significant levels.

Seismic-Related Ground Failure Including Liquefaction

The Geotechnical Investigation concluded that liquefaction is not considered a significant hazard at the project site; thus, less than significant impacts would occur in this regard.

Landslides

The potential for landslides to occur at the project site is considered low, given that the project site is not located within an Earthquake-Induced Landslide Hazard Zone, and no evidence of landslides was observed during the field survey associated with the Geotechnical Investigation. As such, impacts would be less than significant in this regard.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. The adaptive reuse and outdoor amphitheatre components are located within the project site, and thus, would be subject to similar seismic-related hazards.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that are closer to areas with additional seismic-related hazards. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation would not result in impacts on seismic-related hazards.

In accordance with the CBC and Municipal Code Title 8, Chapter 1, the adaptive reuse and outdoor amphitheatre components would be required to demonstrate compliance with the site-specific design recommendations identified in the Geotechnical Investigation to minimize the potential for damage and major injury during a seismic event; refer to MM GEO-1. Implementation of MM GEO-1 would ensure the construction and design recommendations presented in the Geotechnical Investigation are incorporated into the project design and grading and building plans. Following compliance with the CBC and Municipal Code as well as implementation of MM GEO-1, impacts related to seismic-related hazards, including strong seismic ground shaking, would be reduced to less than significant levels.

MITIGATION MEASURES

PROJECT-LEVEL ANALYSIS

MM GEO-1 Geotechnical Investigation Recommendations

Prior to issuance of a grading permit, the project applicant shall demonstrate, to the satisfaction of the City of Thousand Oaks Public Works Department, that the recommendations for design and construction identified in the Geotechnical Investigation, Preliminary Geotechnical Investigation, Civic Arts Plaza Master Plan, City of Thousand Oaks, 2100 Thousand Oaks Blvd, Thousand Oaks, California 91362, prepared by Cotton, Shires, and Associates, Inc., dated May 2025 (Geotechnical Investigation), and subsequent reports/amendments to the Geotechnical Investigation, have been incorporated into the project design, grading, and building plans, as applicable.

PROGRAMMATIC-LEVEL ANALYSIS

MM GEO-1 is also applicable to the adaptive reuse and outdoor amphitheatre components because they are located on the same project site and are therefore subject to the same seismic hazards.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

Soil Erosion or Topsoil Loss

Impact GEO-2	**The proposed project would not result in substantial soil erosion or the loss of topsoil.**

Impact Analysis

Project-Level Analysis

Construction

Refer to Section 5.9, Hydrology and Water Quality (Impact Statements HWQ-1 and HWQ-3), for a full discussion of the project's impacts and regulatory requirements pertaining to soil erosion during construction activities. The following discussion summarizes these impacts regarding geology and soils.

Site grading and project construction activities would disturb and expose soil and could, thus, accelerate erosion if effective soil erosion measures are not utilized. As detailed under Impact Statement HWQ-1, construction projects of one acre or more, including the proposed project, are regulated under the Statewide Construction General Permit. Applicable projects are required to obtain coverage under the Construction General Permit by developing and implementing a Storm Water Pollution Prevention Plan (SWPPP), which estimates sediment risk from construction activities to receiving waters and specifies BMPs that would be used by the project to minimize pollution of stormwater. Categories of BMPs used in SWPPPs are described in Section 5.9. Overall, implementation of BMPs as specified in a project-specific SWPPP would ensure construction impacts on soil erosion or loss of topsoil would be less than significant.

Operation

In compliance with the NPDES, small MS4 post-construction control measures to minimize the potential for erosion and siltation are required. A final water quality management plan (WQMP) must be submitted and approved by the City prior to the issuance of a grading permit. The WQMP includes site design measures, source control measures, and treatment measures that minimize the potential for erosion or siltation. In addition, the WQMP must include an Operations and Management (O&M) plan and maintenance agreement for review and approval by the City to ensure the treatment measures installed at the project site are maintained in perpetuity. Collectively, implementation of the BMPs outlined in the SWPPP, the erosion and sediment control plan, and the proposed landscaping/pavers (refer to the proposed landscaping palette [including native species] and associated sustainability features outlined in Project Description Sections 3.9.10, Landscaping and Streetscaping, and 3.9.18, Sustainability Features) and water quality design features (refer to the structural and non-structural BMPs outlined in Section 5.9 [Impact Statements HWQ-1 and HWQ-3]) would address the anticipated erosion impacts during project construction and operations and ensure impacts would be less than significant in this regard.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. Refer to the Programmatic-Level Analysis within Impact Statements HWQ-1 and HWQ-3 for an analysis regarding impacts on soil erosion or loss of topsoil involving the adaptive reuse and outdoor amphitheatre components. Impacts would be less than significant in this regard.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that have different topsoil conditions. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation would not result in impacts on soil erosion.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Unstable Geologic Unit or Soil

Impact GEO-3	**The proposed project would not 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.**

Impact Analysis

Project-Level Analysis

Slope Stability and Landslides

As indicated in Section 5.6.1 and analyzed under Impact GEO-1, the potential for landslides or slope instabilities to occur at the project site is considered low, given that the project site is not located within an Earthquake-Induced Landslide Hazard Zone, and no evidence of landslides was observed during the field survey associated with the Geotechnical Investigation. As such, impacts would be less than significant in this regard.

Subsidence

As indicated in Section 5.6.1, the project site is not located in an area of known subsidence. Nonetheless, the project would be required to demonstrate compliance with the site-specific design recommendations identified in the Geotechnical Investigation to reduce impacts regarding geology and soils. Implementation of MM GEO-1 would ensure the construction and design recommendations presented in the Geotechnical Investigation are incorporated into the project design and grading and building plans. Following compliance with the CBC and Municipal Code as well as implementation of MM GEO-1, impacts in this regard would be reduced to less than significant levels.

Liquefaction and Lateral Spreading

As indicated in Section 5.6.1, the site is not located within a State-Designated Liquefaction Hazard Zone. Subsurface conditions encountered during the Geotechnical Investigation indicate that conditions encountered by other previous studies in proximity to the project site generally consist of medium dense and stiff native alluvial soils with moderately plastic fines overlying bedrock with variable depths of perched groundwater within the native soils. Based on these conditions, the Geotechnical Investigation concluded that liquefaction is not considered a significant hazard at the project site. Nonetheless, the project would be required to demonstrate compliance with the site-specific design recommendations identified in the Geotechnical Investigation to reduce impacts regarding geology and soils. Implementation of MM GEO-1 would ensure the construction and design recommendations presented in the Geotechnical Investigation are incorporated into the project design and grading and building plans. Following compliance with the CBC and Municipal Code as well as implementation of MM GEO-1, impacts in this regard would be reduced to less than significant levels.

Ground Settlement and/or Collapse

As indicated in Section 5.6.1, the project site is not considered susceptible to ground settlement. Nonetheless, the project would be required to demonstrate compliance with the site-specific design recommendations identified in the

Geotechnical Investigation to reduce impacts regarding geology and soils. Implementation of MM GEO-1 would ensure the construction and design recommendations presented in the Geotechnical Investigation are incorporated into the project design and grading and building plans. Following compliance with the CBC and Municipal Code as well as implementation of MM GEO-1, impacts in this regard would be reduced to less than significant levels.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. The adaptive reuse and outdoor amphitheatre components are located within the project site, and thus, would be subject to similar unstable geologic units or soils.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that are closer to areas with additional unstable geologic units or soils. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts related to unstable geologic units or soils.

In accordance with the CBC and Municipal Code, the adaptive reuse and outdoor amphitheatre components would be required to demonstrate compliance with the site-specific design recommendations identified in the Geotechnical Investigation to reduce impacts regarding geology and soils; refer to MM GEO-1. Implementation of MM GEO-1 would ensure the construction and design recommendations presented in the Geotechnical Investigation are incorporated into the project design and grading and building plans. Following compliance with the CBC and Municipal Code as well as implementation of MM GEO-1, impacts related to unstable geologic units or soils would be reduced to less than significant levels.

MITIGATION MEASURES

PROJECT-LEVEL ANALYSIS

Refer to MM GEO-1 above.

PROGRAMMATIC-LEVEL ANALYSIS

MM GEO-1 is also applicable to the adaptive reuse and outdoor amphitheatre components because they are located on the same project site.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

Expansive Soils

Impact GEO-4	**The proposed project would not 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.**

Impact Analysis

Project-Level Analysis

As indicated in Section 5.6.1, on-site soils are anticipated to have low to moderate plasticity; thus, on-site soils would have a moderate expansion potential. Nonetheless, the project would be required to demonstrate compliance with the site-specific design recommendations identified in the Geotechnical Investigation to reduce impacts regarding geology

and soils. Implementation of MM GEO-1 would ensure the construction and design recommendations presented in the Geotechnical Investigation are incorporated into the project design and grading and building plans. Following compliance with the CBC and Municipal Code as well as implementation of MM GEO-1, impacts in this regard would be reduced to less than significant levels.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. The adaptive reuse and outdoor amphitheatre components are located within the project site, and thus, would be subject to similar expansive soils.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that are closer to areas with additional expansive soils. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts related to expansive soils.

In accordance with the CBC and Municipal Code, the adaptive reuse and outdoor amphitheatre components would be required to demonstrate compliance with the site-specific design recommendations identified in the Geotechnical Investigation to reduce impacts regarding geology and soils; refer to MM GEO-1. Implementation of MM GEO-1 would ensure the construction and design recommendations presented in the Geotechnical Investigation are incorporated into the project design and grading and building plans. Following compliance with the CBC and Municipal Code as well as implementation of MM GEO-1, impacts related to expansive soils would be reduced to less than significant levels.

MITIGATION MEASURES

PROJECT-LEVEL ANALYSIS

Refer to MM GEO-1 above.

PROGRAMMATIC-LEVEL ANALYSIS

MM GEO-1 is also applicable to the adaptive reuse and outdoor amphitheatre components because they are located on the same project site.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

Septic Tanks or Alternative Wastewater Disposal Systems

Impact GEO-5	**The proposed project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.**

Impact Analysis

Project-Level Analysis

The proposed project would not involve the use of septic tanks or alternative wastewater disposal systems. As such, no impact would occur in this regard.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. The adaptive reuse and outdoor amphitheatre components would not involve the use of septic tanks or alternative wastewater disposal systems.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that may use septic tanks. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. As such, no impact would occur in this regard.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: No impact would occur.

Paleontological Resources

Impact GEO-6	**The proposed project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.**

Impact Analysis

Project-Level Analysis

According to the Geotechnical Investigation, the project site is located within the Transverse Range Geomorphic Province, which is characterized by east-trending ridge and valley sequences, resulting from normal and reversed faulting that uplifted the Santa Ynez and Santa Susana Mountains. More specifically, the project site is underlain by Miocene volcanic conglomerate, which crops out in the hills that make up the southern portion of the site, and Holocene to late-Pleistocene age colluvium and alluvium, which cover the flatter northern half of the site. The Geotechnical Investigation indicates that hard to very hard volcanic basalt of the middle Miocene Conejo Volcanics underlies the volcanic conglomerate and colluvial/alluvial soils. As such, on-site soils are considered to have paleontological sensitivity ranging from low (Holocene) to high (late-Pleistocene); refer to General Plan EIR Table 4.8-1.

The proposed project would involve grading and earthwork on-site, which would include 84,900 cubic yards of cut and 29,900 cubic yards of fill, resulting in 55,000 cubic yards of net export. Due to the scale and depth of the proposed grading and earthwork activities on-site, these activities could occur within areas of high paleontological sensitivity and have the potential to encounter undocumented scientifically significant paleontological resources. Nonetheless, MM GEO-2 would require paleontological monitoring to be present if project construction occurs at depths that could encounter highly sensitive sediments for paleontological resources. MM GEO-2 provides procedures for construction workers to follow in the event of any fossil discovery to ensure grading is halted to assess the find for significance and any paleontological finds are properly excavated and preserved. With the implementation of MM GEO-2, impacts in this regard would be reduced to less than significant levels.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different

impacts than those already analyzed above. The adaptive reuse and outdoor amphitheatre components are located on the project site, and thus, would be subject to similar areas of high paleontological sensitivity and have the potential to encounter undocumented scientifically significant paleontological resources. Mitigation Measure GEO-2 would require paleontological monitoring to be present if project construction occurs at depths that could encounter highly sensitive sediments for paleontological resources. Mitigation Measure GEO-2 provides procedures for construction workers to follow in the event of any fossil discovery to ensure grading is halted to assess the find for significance and any paleontological finds are properly excavated and preserved. With the implementation of MM GEO-2, impacts in this regard would be reduced to less than significant levels.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that may have sensitivity to paleontological resources. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts on paleontological resources.

MITIGATION MEASURES

PROJECT-LEVEL ANALYSIS

MM GEO-2 Technical Paleontological Assessment

Prior to issuance of grading permits, the project applicant shall provide a technical paleontological assessment prepared by a qualified paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology (SVP) standards for a Principal Investigator or Project Paleontologist, assessing the sensitivity of the project site for buried paleontological resources to the City of Thousand Oaks Community Development Department, Planning Division for review and approval.

If resources are known or reasonably anticipated, the assessment shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of the qualified paleontologist. The mitigation plan shall include, but not be limited to, the following:

- A qualified paleontologist shall be retained for the project and shall be on call during grading and other significant ground-disturbing activities;
- Should any potentially significant fossil resources be discovered, no further grading shall occur in the area of the discovery until the qualified paleontologist and City of Thousand Oaks Community Development Department, Planning Division concurs in writing that adequate provisions are in place to protect these resources; and
- Unanticipated discoveries shall be evaluated for significance by the qualified paleontologist. If a resource is determined to be significant by the qualified paleontologist, the resource shall be collected and catalogued in accordance with SVP guidelines and adequately curated in an institution with appropriate staff and facilities.

A report of findings with an itemized accession inventory shall be prepared as evidence that monitoring has been successfully completed and shall be submitted and approved by the City of Thousand Oaks Community Development Department, Planning Division prior to the granting of occupancy permits.

PROGRAMMATIC-LEVEL ANALYSIS

MM GEO-2 is also applicable to the adaptive reuse and outdoor amphitheatre components because they are located on the same project site and therefore have the same potential to encounter undiscovered paleontological resources.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

5.6.5 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." The cumulative analysis below considers the proposed project's impacts in conjunction with the future buildout of the General Plan and cumulative projects listed in Table 4-1, Cumulative Projects List.

Geologic and Soil Hazards

- The proposed project, combined with other cumulative projects, would not expose people and structures to potential substantial adverse effects involving geology and soils.

Impact Analysis

Cumulative projects identified in Table 4-1 would be located within proximity to similar soil conditions as the proposed project. However, in the event of an earthquake, the intensity of seismic ground shaking would vary by site based on earthquake magnitude, distance to the epicenter, and geology of the area between the epicenter and the cumulative project sites, and thus geologic hazards would vary accordingly. Similar to proposed/future development within the project site, cumulative projects would be required to comply with existing federal, State, and local regulations regarding geologic hazards (e.g., Earthquake Hazards Reduction Act, Seismic Hazard Mapping Act, NPDES program, CBC, and Municipal Code).

As concluded above, geologic/seismic hazards associated with the proposed project would be less than significant upon implementation of regulatory requirements and MM GEO-1, which would require the project to demonstrate compliance with the site-specific design recommendations identified in the Geotechnical Investigation to reduce impacts regarding geology and soils. Implementation of MM GEO-1 would ensure the construction and design recommendations presented in the Geotechnical Investigation are incorporated into the project design and grading and building plans. Thus, cumulative impacts would be reduced to less than significant levels in this regard.

MITIGATION MEASURES

Refer to MM GEO-1 above.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

Paleontological Resources

- The proposed project, combined with other cumulative projects, would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Impact Analysis

Cumulative impacts to paleontological resources would occur when the impacts of the proposed project, in conjunction with other projects and development in the City, result in cumulatively considerable impacts to paleontological resources. Like the proposed project, the related cumulative projects identified in Table 4-1 could encounter undiscovered paleontological resources where grading occurs in native soils. As concluded in Impact Statement GEO-6, project excavation may extend into deposits with high paleontological sensitivity and has the potential to encounter

undocumented scientifically significant paleontological resources. However, with the implementation of MM GEO-2, project impacts to paleontological resources would be reduced to less than significant levels.

Thus, the proposed project, combined with other related cumulative projects, would not cause a cumulatively considerable significant impact to previously undiscovered paleontological resources.

MITIGATION MEASURES

Refer to MM GEO-2 above.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

5.6.6 Significant Unavoidable Impacts

No significant unavoidable impacts related to geology and soils have been identified.

INTENTIONALLY LEFT BLANK

5.7 Greenhouse Gas Emissions

This section evaluates greenhouse gas (GHG) emissions associated with 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. Consideration of the project's consistency with applicable GHG plans, policies, and regulations, as well as the introduction of new sources of GHGs, is also included in this section. GHG technical data is included as Appendix C, Air Quality/Greenhouse Gas Emissions/Energy Data.

5.7.1 Existing Setting

Global Climate Change – Greenhouse Gases

The natural process through which heat is retained in the troposphere is called the "greenhouse effect."[42] The greenhouse effect traps heat in the troposphere through a three-fold process as follows: Short wave radiation emitted by the Sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of long wave radiation; and GHG in the upper atmosphere absorb this long wave radiation and emit this long wave radiation into space and toward the Earth. This "trapping" of the long wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect.

The most abundant GHGs are water vapor and carbon dioxide (CO_2). Many other trace gases have greater ability to absorb and re-radiate long wave radiation; however, these gases are not as plentiful. For this reason, and to gauge the potency of GHGs, scientists have established a Global Warming Potential (GWP) for each GHG based on its ability to absorb and re-radiate long wave radiation. GHGs normally associated with development projects include the following:[43]

- Water Vapor (H_2O). Although water vapor has not received the scrutiny of other GHGs, it is the primary contributor to the greenhouse effect. Natural processes, such as evaporation from oceans and rivers, and transpiration from plants, contribute 90 percent and 10 percent of the water vapor in our atmosphere, respectively. The primary human-related source of water vapor comes from fuel combustion in motor vehicles; however, it does not contribute a significant amount (less than one percent) to atmospheric concentrations of water vapor. The Intergovernmental Panel on Climate Change (IPCC) has not determined a GWP for water vapor.
- Carbon Dioxide (CO_2). Carbon dioxide is primarily generated by fossil fuel combustion in stationary and mobile sources. Between 2021 and 2022, the increase in total GHG emissions was driven largely by an increase in CO_2 emissions from fossil fuel combustion across most end-use sectors due in part to increased energy use from the continued rebound of economic activity after the height of the COVID-19 pandemic.[44] Carbon dioxide is the most widely emitted GHG and is the reference gas (GWP of 1) for determining GWPs for other GHGs.
- Methane (CH_4). Methane is emitted from biogenic sources, incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. The United States' top three methane sources are landfills, natural gas systems, and enteric fermentation. Methane is the primary component of natural gas, used for space and water heating, steam production, and power generation. The GWP of methane is 25.
- Nitrous Oxide (N_2O). Nitrous oxide is produced by both natural and human-related sources. Primary human-related sources include agricultural soil management, animal manure management, sewage treatment, mobile

[42] The troposphere is the bottom layer of the atmosphere, which varies in height from the Earth's surface to 10 to 12 kilometers.

[43] All GWPs are given as 100-year GWP. Generally, GWPs were obtained from the Intergovernmental Panel on Climate Change (IPCC) Fourth Assessment Report (AR4), with the addition of GWPs from the IPCC's Fifth Assessment Report for fluorinated GHGs that did not have GWPs in the AR4.

[44] United States Environmental Protection Agency, Inventory of United States Greenhouse Gas Emissions and Sinks 1990 to 2022, 2024, https://www.epa.gov/system/files/documents/2024-04/us-ghg-inventory-2024-main-text_04-18-2024.pdf, accessed November 24 , 2024.

and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. The GWP of nitrous oxide is 298.

- Hydrofluorocarbons (HFCs). Typically used as refrigerants for both stationary refrigeration and mobile air conditioning, use of HFCs for cooling and foam blowing is increasing, as the continued phaseout of chlorofluorocarbons (CFCs) and HCFCs gains momentum. The 100-year GWP of HFCs ranges from 12 for HFC-161 to 14,800 for HFC-23.
- Perfluorocarbons (PFCs). PFCs are compounds consisting of carbon and fluorine and are primarily created as byproducts of aluminum production and semiconductor manufacturing. PFCs are potent GHGs with a GWP several thousand times that of CO_2, depending on the specific PFC. Another area of concern regarding PFCs is their long atmospheric lifetime (up to 50,000 years). The GWP of PFCs ranges from 7,390 to 12,200.
- Sulfur hexafluoride (SF_6). SF_6 is a colorless, odorless, nontoxic, nonflammable gas. SF_6 is the most potent GHG that has been evaluated by the IPCC with a GWP of 22,800. However, its global warming contribution is not as high as the GWP would indicate due to its low mixing ratio compared to CO_2 (4 parts per trillion [ppt] in 1990 versus 365 ppm, respectively).

In addition to the six major GHGs discussed above (excluding water vapor), many other compounds have the potential to contribute to the greenhouse effect. Some of these substances were previously identified as stratospheric ozone (O_3) depletors; therefore, their gradual phase-out is currently in effect. The following is a listing of these compounds:

- Hydrochlorofluorocarbons (HCFCs). HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, all developed countries that adhere to the Montreal Protocol are subject to a consumption cap and a gradual phase-out of HCFCs. The United States is scheduled to achieve a 100 percent reduction of the cap by 2030. The 100-year GWPs of HCFCs range from 77 for HCFC-123 to 2,310 for HCFC-142b.
- 1,1,1 trichloroethane. 1,1,1 trichloroethane or methyl chloroform is a solvent and degreasing agent commonly used by manufacturers. The GWP of methyl chloroform is 146 times that of CO_2.
- Chlorofluorocarbons (CFCs). CFCs are used as refrigerants, cleaning solvents, and aerosol spray propellants. CFCs were also part of the U.S. Environmental Protection Agency's (EPA) Final Rule (57 Federal Register [FR] 3374) for the phase out of O_3 depleting substances. Currently, CFCs have been replaced by HFCs in cooling systems and a variety of alternatives for cleaning solvents. Nevertheless, CFCs remain suspended in the atmosphere, contributing to the greenhouse effect. CFCs are potent GHGs with 100-year GWPs ranging from 4,750 for CFC-11 to 14,400 for CFC-13.
- Nitrogen Trifluoride (NF_3). NF_3 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. NF_3 has a GWP of 16,100.

Existing Global Greenhouse Gas Emissions

Worldwide man-made emissions of GHGs were approximately 59,000 million metric tons of carbon dioxide equivalent ($MMTCO_2e$) during the 2010-2019 period, including emissions from fossil fuel combustion, industrial processes, agriculture, and land-use change. CO_2 emissions from fossil fuel use and industrial processes represent the largest share of total emissions, accounting for approximately 65 percent, while total CO_2 emissions from all sources account for approximately 79 percent of global GHG emissions. CH_4 emissions account for approximately 11 percent, and N_2O emissions account for approximately 6 percent of total global GHG emissions.[45]

[45] Intergovernmental Panel on Climate Change, IPCC Sixth Assessment Report, https://www.ipcc.ch/report/ar6/wg2/, accessed on February 3, 2026.

An emissions inventory that identifies and quantifies the primary human-generated sources and sinks of GHGs is a well-recognized and useful tool for addressing climate change. However, because GHGs persist for a long time in the atmosphere, accumulate over time, and are generally well mixed, their impact on the atmosphere and climate cannot be tied to a specific point of emission.

Existing United States Greenhouse Gas Emissions

In 2022, the United States emitted approximately 6,343 million metric tons CO_2 equivalent ($MTCO_2e$), and 5,486 million $MTCO_2e$ ($MMTCO_2e$) after accounting for sequestration from the land sector.[46] Total gross U.S emissions decreased by 3.0 percent from 1990 to 2022, down from a high of 15.2 percent above 1990 levels in 2007. Gross emissions increased from 2021 to 2022 by 0.2 percent. Net emissions (including sinks) were 5,489.0 $MMTCO_2e$ in 2022. Overall, net emissions increased by 1.3 percent from 2021 to 2022 and decreased by 16.7 percent from 2005 levels. Between 2021 and 2022, the increase in total GHG emissions was driven largely by an increase in CO_2 emissions from fossil fuel consumption across most end-use sectors due in part to increased energy use from the continued rebound of economic activity after the height of the COVID-19 pandemic.

Climate Change in California

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. Table 5.7-1, 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 2023 (i.e., the most recent year in which data are available from CARB). As shown in Table 5.7-1, the transportation sector is the largest contributor to statewide GHG emissions at approximately 38.1 percent in 2023. California is a substantial contributor of global GHGs, emitting approximately 360.4 $MMTCO_2e$ in 2023; refer to Table 5.7-1. The major source of GHG emissions in California is the transportation sector, which comprises 38.1 percent of the State's total GHG emissions. The industrial sector is the second largest source, comprising 21.8 percent of the State's GHG emissions, while electric power accounts for approximately 15.9 percent. The magnitude of California's total GHG emissions is due in part to its large size and population compared to other states. In 2016, the State of California achieved its 2020 GHG emissions reduction target of reducing emissions to 1990 levels as emissions fell below 431 $MMTCO_2e$. The annual 2030 Statewide target emissions level is 260 $MMTCO_2e$.

Table 5.7-1
State of California Greenhouse Gas Emissions

Category	Total 1990 Emissions ($MMTCO_2e$)	Percent of Total 1990 Emissions	Total 2023 Emissions ($MMTCO_2e$)	Percent of Total 2023 Emissions
Transportation	150.7	35%	137.2	38.1%
Electric Power	110.6	26%	57.3	15.9%
Commercial	14.4	3%	23.5	6.5%
Residential	29.7	7%	34.7	9.6%
Industrial	103.0	24%	78.4	21.8%
Agriculture/Forestry	23.6	6%	29.2	8.1%

[46] United States Environmental Protection Agency, Inventory of U.S. Greenhouse Gas Emissions and Sinks, 1990-2022, published April 2024.

Category	Total 1990 Emissions ($MMTCO_2e$)	Percent of Total 1990 Emissions	Total 2023 Emissions ($MMTCO_2e$)	Percent of Total 2023 Emissions
Forestry Sinks	-6.7	–	–[1]	–
Net Total (IPCC AR4)[2]	**431**	**100%**	**360.4**	**100%**

Source: California Air Resource Board, *Current California GHG Emission Inventory Data,* https://ww2.arb.ca.gov/ghg-inventory-data, accessed February 03, 2026.

Notes:

[1] Forestry sinks were not calculated for 2023 pending a revised methodology under development. Forestry sinks are ecosystem carbon stored in plants and soils.

[2] CARB revised the State's 1990 level GHG emissions using GWPs from the IPCC AR4.

Existing Project Site Greenhouse Gas Emissions

The 17.68-acre project site currently developed with 208,920-square-foot Civic Arts Plaza (CAP) building on the eastern portion and the western portion of the project site is largely undeveloped, with the exception of three small commercial structures and associated parking and storage. For the purpose of this analysis, GHG emissions from the existing on-site land uses were conservatively not deducted from the project's emissions, with the exception of mobile emissions.

Climate Change Impacts

Potential impacts of climate change in California may include loss in water supply from reduced snowpack; sea level rise; and an increase in extreme heat days per year, large forest fires, and drought years. Below is a summary of some of the potential effects that could be experienced in California due to climate change.

Temperature and Air Quality

Scientists project that the annual average maximum daily temperatures in California could rise by 2.4 to 3.2°C in the next 50 years and by 3.1 to 4.9°C in the next century. Higher temperatures are conducive to air pollution formation, and rising temperatures could lead to worsening air quality in California. As temperatures have increased in recent years, the area burned by wildfires throughout the State has increased, and wildfires have occurred at higher elevations in the Sierra Nevada Mountains. Climate change may increase the concentration of ground-level ozone in particular, which can cause breathing problems, aggravate lung diseases such asthma attacks, emphysema, chronic bronchitis, chronic obstructive pulmonary disease (COPD) but the magnitude of the effect, and therefore, its indirect effects, are uncertain. Emissions from wildfires can lead to excessive levels of particulate matter, ozone, and volatile organic compounds.[47] 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.[48] Severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks.

Water Supply

The average early spring snowpack in the western United States, including the Sierra Nevada Mountains, decreased by about 10 percent during the last century. During the same period, sea levels rose over 0.15-meter along the Central and Southern California coasts. The Sierra snowpack provides most of California's water supply as snow that accumulates during wet winters is released slowly during the dry months of spring and summer. A warmer climate is predicted to reduce the fraction of precipitation that falls as snow and the amount of snowfall at lower elevations, thereby reducing the total snowpack. Year-to-year variability in Statewide precipitation levels has increased since 1980, meaning that wet and dry precipitation extremes have become more common. The overall impact of climate change on future precipitation trends and water supplies in California is uncertain, although projections indicate that the

[47] NOAA, Fact Sheets: Wildfires/ FIREX Mission, https://www.esrl.noaa.gov/csl/factsheets/csdWildfiresFIREX.pdf, accessed on January 20, 2026.

[48] Red Cross Red Crescent Climate Centre (RCCC), Heatwave Guide for Cities, July 2019, https://toolkit.climate.gov/reports/preparing-california-extreme-heat-guidance-andrecommendations, accessed January 22, 2026.

average spring snowpack in the Sierra Nevada and other mountain catchments in Central and Northern California will decline by approximately 66 percent from its historical average by 2050.

Hydrology and Sea Level Rise

Climate change could affect the intensity and frequency of storms and flooding and induce substantial sea level rise in the coming century. The rate of increase of global mean sea levels between 1993 to 2020, observed by satellites, is approximately 3.3 millimeters (mm) per year, double the 20th century trend of 1.6 mm per year. A rise in sea levels could erode 31 to 67 percent of Southern California beaches and cause flooding of approximately 370 miles of coastal highways during 100-year storm events. This would also jeopardize California's water supply due to saltwater intrusion and induce groundwater flooding and/or exposure of buried infrastructure. Furthermore, increased storm intensity and frequency could affect the ability of flood control facilities, including levees, to handle storm events.

Agriculture

California's agricultural industry produces over a third of the country's vegetables and two-thirds of the country's fruits and nuts. Higher CO_2 levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, certain regions of agricultural production could experience water shortages of up to 16 percent, which would increase water demand as hotter conditions lead to the loss of soil moisture. In addition, crop yield could be threatened by water-induced stress and extreme heat waves, and plants may be susceptible to new and changing pest and disease outbreaks. Temperature increases could also change the time of year that certain crops, such as wine grapes, bloom or ripen, and thereby affect their quality.

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. Increased concentrations of GHGs are likely to accelerate the rate of climate change. As stated in the Safeguarding California Plan, "species and ecosystems in California are valued both for their intrinsic worth and for the services they provide to society. Air purification, water filtration, flood attenuation, food provision, recreational opportunities such as fishing, hunting, wildlife viewing, and more are all services provided by ecosystems. These services can only be maintained if ecosystems are healthy and robust and continue to function properly under the impacts of climate change. A study examined the vulnerability of all vegetation communities statewide in California and found that 16 out 29 were highly or nearly vulnerable to climate change, including Western North American freshwater, marsh, Rocky Mountain subalpine and high montane conifer forest, North American Pacific coastal salt marsh, and more."[49]

The annual average maximum daily temperatures in California could rise by 4.4 to 5.8 degrees Fahrenheit (°F) in the next 50 years and by 5.6 to 8.8°F in the next century. Rising temperatures resulting from climate change could have four major impacts on plants and animals related to (1) timing of ecological events; (2) geographic distribution and range; (3) species' composition and the incidence of non-native species within communities; and (4) ecosystem processes, such as carbon cycling and storage. Increases in wildfire would further remove sensitive habitat, increased severity in droughts would potentially starve plants and animals of water, and sea level rise would affect sensitive coastal ecosystems.

5.7.2 Regulatory Setting

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

[49] California Natural Resources Agency, Safeguarding California Plan: 2018 Update, January 2018, available at http://resources.ca.gov/climate/safeguarding/, accessed January 22, 2026.

Federal

To date, no national standards have been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects. However, the EPA has implemented 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 EPA has statutory authority under Section 202 of the CAA to regulate GHGs. The court did not hold that the EPA 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 EPA Administrator signed two distinct findings regarding GHGs under Section 202(a) of the CAA. First, the EPA 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 EPA can regulate GHG emissions under Section 202(a)(1) of the CAA consistently with the United States Supreme Court decision. Second, the EPA adopted a Cause or Contribute Finding in which the EPA 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 of 2007

The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon 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.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

U.S. Environmental Protection Agency Endangerment Finding

The EPA authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Act and the EPA's assessment of the scientific evidence that form the basis for EPA's regulatory actions.

Federal Vehicle Standards

In response to the U.S. Supreme Court ruling discussed above, the George W. Bush Administration issued Executive Order 13432 in 2007 directing the EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce 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 EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, President Barack Obama issued a memorandum directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. In 2012, the EPA and NHTSA finalized joint GHG emissions and Corporate Average Fuel Economy (CAFE) standards for model years (MY) 2017 through 2025. Under this program, EPA projected an industry-wide average fleet emissions target of approximately 163 grams of CO_2 per mile by MY 2025, equivalent to 54.5 miles per gallon if achieved solely through fuel efficiency improvements. As part of the 2012 rulemaking, EPA committed to conducting a Midterm Evaluation of the MY 2022–2025 standards. While EPA finalized a determination in January 2017 concluding that the MY 2022–2025 standards remained appropriate, this determination was subsequently reconsidered, and federal vehicle GHG and fuel economy standards for later model years have since been revised through subsequent rulemakings.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the EPA, this regulatory program would reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines.

In August 2016, the EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program would apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program.

In March 2021, the EPA and NHTSA adopted the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule. The SAFE Vehicles Rule sets tough but feasible fuel economy and CO_2 standards that increase 1.5 percent in stringency each year from model years 2021 through 2026. These standards apply to both passenger cars and light trucks and would continue the nation's progress toward energy independence and CO_2 reduction, while recognizing the realities of the marketplace and consumers' interest in buying vehicles that meet all of their diverse needs.

Presidential Executive Order 13783

Presidential Executive Order 13783, Promoting Energy Independence and Economic Growth (March 28, 2017), orders all federal agencies to apply cost-benefit analyses to regulations of GHG emissions and evaluations of the social cost of CO_2, CH_4, and N_2O.

State

Various Statewide and local initiatives to reduce the State's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a real potential for severe adverse environmental, social, and economic effects in the long term.

Executive Order S-1-07

Executive Order S-1-07 proclaims that the transportation sector is the main source of GHG emissions in California, generating more than 40 percent of Statewide emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in California by at least ten percent by 2020. This order also directs CARB to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32. The development of CARB's 2017 Scoping Plan Update has identified the LCFS as a regulatory measure to reduce GHG emissions to meet the 2030 emissions target. In calculating Statewide emissions and targets, the 2017 Scoping Plan Update has assumed the LCFS be extended to an 18 percent reduction in carbon intensity beyond 2020. On September 27, 2018, CARB approved a rulemaking package that amended the Low Carbon Fuel Standard to relax the 2020 carbon intensity reduction from 10 percent to 7.5 percent and to require a carbon intensity reduction of 20 percent by 2030.

Executive Order S-3-05

Executive Order S-3-05 set forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The Executive Order directed the secretary of the California Environmental Protection Agency (Cal/EPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The secretary also submits biannual reports to the governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts.

Executive Order S-13-08

Executive Order S-13-08 seeks to enhance the State's management of climate impacts including sea level rise, increased temperatures, shifting precipitation, and extreme weather events by facilitating the development of the State's first climate adaptation strategy. This Executive Order results in consistent guidance from experts on how to address climate change impacts in the State of California.

Senate Bill 100 (SB 100)

SB 100 (Chapter 312, Statutes of 2018) requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt-hours (kWh) of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, 60 percent by December 31, 2030, and 100 percent by December 31, 2045. The bill would require the California Public Utilities Commission (CPUC), CEC, State Board, and all other State agencies to incorporate that policy into all relevant planning. In addition, SB 100 would require the CPUC, CEC, and State Board to utilize programs authorized under existing statutes to achieve that policy and, as part of a public process, issue a joint report to the Legislature by January 1, 2021, and every four years thereafter, that includes specified information relating to the implementation of the policy.

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.

Assembly Bill 1493

AB 1493 (also known as the Pavley Bill) requires that CARB develop and adopt, by January 1, 2005, regulations that achieve "the maximum feasible reduction of GHG emitted by passenger vehicles and light-duty trucks and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the State." To meet the requirements of AB 1493, CARB approved amendments to the California Code of Regulations (CCR) in 2004 by adding GHG emissions standards to California's existing standards for motor vehicle emissions. Amendments to CCR Title 13, Sections 1900 and 1961 and adoption of 13 CCR Section 1961.1 require automobile manufacturers to meet fleet-average GHG emissions limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty weight classes for passenger vehicles (i.e., any medium-duty vehicle with a gross vehicle weight rating less than 10,000 pounds that is designed primarily to transport people), beginning with the 2009 model year. Emissions limits are reduced further in each model year through 2016. The near-term standards were intended to achieve a reduction of about 22 percent in GHG emissions compared to the emissions from the 2002 fleet, while the mid-term standards were intended to achieve a reduction of about 30 percent.

Assembly Bill 32 (California Global Warming Solutions Act of 2006).

California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500-38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on Statewide GHG emissions. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Executive Order B-55-18

EO B-55-18 (September 2018) establishes a Statewide policy for the State to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net-negative emissions thereafter. The goal is an addition to the existing Statewide targets of reducing the State's GHG emissions. CARB would work with relevant State agencies to ensure that future scoping plans identify and recommend measures to achieve the carbon neutrality goal.

Senate Bill 32 (SB 32)

Signed into law on September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions. AB 197 also added two members of the legislature to CARB as nonvoting members; requires CARB to make available and update (at least annually via its website) emissions data for GHGs, criteria air pollutants, and toxic air contaminants from reporting facilities; and requires CARB to identify specific information for GHG emissions reduction measures when updating the scoping plan.

CARB Scoping Plan

On December 11, 2008, CARB adopted its Scoping Plan, which functions as a roadmap to achieve the California GHG reductions required by AB 32 through subsequently enacted regulations. CARB's Scoping Plan contains the main strategies California would implement to reduce the projected 2020 "Business-as-Usual" (BAU) emissions to 1990 levels, as required by AB 32. These strategies are intended to reduce carbon dioxide equivalent (CO_2e) emissions by 174 million metric tons. This reduction of 42 million metric tons carbon dioxide equivalent ($MTCO_2e$), or almost ten percent from 2002 to 2004 average emissions, would be required despite the population and economic growth forecasted through 2020.

CARB's Scoping Plan calculates 2020 BAU emissions as those expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using

growth factors specific to each of the different economic sectors (e.g., transportation, commercial and residential, industrial, etc.). CARB used three-year average emissions, by sector, for 2002 to 2004 to forecast emissions to 2020. When CARB's Scoping Plan process was initiated, 2004 was the most recent year for which actual data was available. The measures described in CARB's Scoping Plan are intended to reduce the projected 2020 BAU to 1990 levels, as required by AB 32.

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarized recent science related to climate change, including anticipated impacts to California and the levels of GHG reduction necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. The Scoping Plan update also looks beyond 2020 toward the 2050 goal, established in Executive Order S-3-05, and observes that "a mid-term Statewide emission limit will ensure that the State stays on course to meet our long-term goal." The Scoping Plan Update did not establish or propose any specific post-2020 goals, but identified such goals in water, waste, natural resources, clean energy, transportation, and land use.

On January 20, 2017, CARB released the proposed Second Update to the Scoping Plan, which identifies the State's post-2020 reduction strategy. The Second Update was finalized in November 2017 and approved on December 14, 2017, and reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. The 2017 Scoping Plan Update establishes a new Statewide emissions limit of 260 million $MTCO_2e$ for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030.

On December 15, 2022, CARB released the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan), which identifies the strategies achieving carbon neutrality by 2045 or earlier. The 2022 Scoping Plan contains GHG reductions, technology, and clean energy mandated by statutes. The 2022 Scoping Plan was developed to achieve carbon neutrality by 2045 through a substantial reduction in fossil fuel dependence, while at the same time increasing deployment of efficient non-combustion technologies and distribution of clean energy. The plan would also reduce emissions of short-lived climate pollutants (SLCPs) and would include mechanical CO_2 capture and sequestration actions, as well as emissions and sequestration from natural and working lands and nature-based strategies. Under 2022 Scoping Plan, by 2045, California aims to cut GHG emissions by 85 percent below 1990 levels, reduce smog-forming air pollution by 71 percent, reduce the demand for liquid petroleum by 94 percent compared to current usage, improve health and welfare, and create millions of new jobs. This plan also builds upon current and previous environmental justice efforts to integrate environmental justice directly into the plan, to ensure that all communities can reap the benefits of this transformational plan. Specifically, this plan:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporates the contribution of natural and working lands (NWL) to the State's GHG emissions, as well as their role in achieving carbon neutrality.
- Relies on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.

- Evaluates the substantial health and economic benefits of taking action.
- Identifies key implementation actions to ensure success.

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. 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 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. On July 17, 2017, the California legislature passed AB 398, extending the Cap-and-Trade program through 2030.[50]

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,[51] 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.

Senate Bill 375

Acknowledging the relationship between land use planning and transportation sector GHG emissions, SB 375 was passed by the State Assembly on August 25, 2008, and signed by the Governor on September 30, 2008. The legislation links regional planning for housing and transportation with the GHG reduction goals outlined in AB 32. Reductions in GHG emissions can be achieved by, for example, locating employment opportunities close to transit. Under SB 375, each Metropolitan Planning Organization (MPO) is required to adopt a Sustainable Communities Strategy (SCS) to

[50] California Air Resources Board, *Cap-and-Trade Regulation (Title 17, CCR §§ 95800–96023),* https://ww2.arb.ca.gov, accessed February 4, 2026.

[51] *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.

encourage compact development that reduces passenger vehicle miles traveled (VMT) and trips so the region can meet a target, created by CARB, for reducing GHG emissions. If the SCS is unable to achieve the regional GHG emissions reduction targets, then the MPO is required to prepare an alternative planning strategy that shows how the GHG emissions reduction target can be achieved through alternative development patterns, infrastructure, and/or transportation measures.

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. As of January 1, 2026, the operative standards are now the 2025 Title 24 Energy Code.

The Energy Efficiency Standards for Residential and Nonresidential Buildings focus on several key areas to improve the energy efficiency of newly constructed buildings, as well as renovations and additions to existing buildings. The most significant efficiency improvements to the residential standards include expanded encouragement of electric heat pumps for space and water heating, strengthened electric-ready requirements, expanded solar photovoltaic (PV) and battery energy storage standards, and enhanced requirements for building envelopes, ventilation, water heating, and lighting systems. The nonresidential standards continue alignment with nationally recognized model energy efficiency standards, while expanding battery energy storage requirements, strengthening ventilation and indoor air quality provisions, and increasing efficiency requirements for lighting and mechanical systems. In addition to technical updates, the 2025 Title 24 standards include revisions throughout the code to improve organization, clarity, consistency, and enforceability of the regulatory language. The Energy Standards require that local enforcement agencies determine compliance with the California Energy Code (CCR, Title 24, Part 6) in effect at the time of permit issuance prior to approving building permits for applicable construction. Part 11 of the Title 24 California Building Standards Code 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 that reduce negative environmental impacts and encourage sustainable construction practices related to planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental air quality. The CALGreen Code is not intended to substitute for, or be identified as meeting, the certification requirements of any voluntary green building program that is not established and adopted by the California Building Standards Commission. Since January 1, 2011, the CALGreen Code has been mandatory for all new buildings constructed in the State of California and establishes mandatory measures for new residential and nonresidential buildings. These mandatory measures address energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality. The CALGreen Code was most recently updated as part of the 2025 California Building Standards Code. The 2025 CALGreen update maintains mandatory requirements for residential and nonresidential development and includes additional provisions addressing topics such as environmental quality, water efficiency, material resource efficiency, and other sustainability measures. The 2025 CALGreen Code became effective on January 1, 2026, and applies to projects with building permit applications submitted on or after that date.

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.

In addition, in September 2022, Governor Gavin Newsom signed Senate Bill (SB) 1075, Hydrogen: Green Hydrogen: Emissions of Greenhouse Gases. SB 1075 directs the California Air Resources Board, in coordination with the California Energy Commission, the California Public Utilities Commission, and the California Workforce Development Board, to prepare a comprehensive evaluation of hydrogen development, deployment, and use in California, including an assessment of the role of green hydrogen in achieving the State's climate and air quality goals. The legislation requires the evaluation, including policy recommendations, to be completed and posted by June 1, 2024, to inform future state actions related to hydrogen production, infrastructure, and end-use applications.

CEQA Guidelines

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 .

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 supporting the CEQA Guidelines amendments related to greenhouse gas emissions clarifies that the effects of greenhouse gas emissions are inherently cumulative and should be evaluated within the framework of CEQA's cumulative impact analysis requirements.

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 California Emissions Estimator Model version 2022.1 (CalEEMod).

Regional

Southern California Association of Governments

In April 2024, the Regional Council of the Southern California Association of Governments (SCAG) formally adopted the Connect SoCal: 2020-2045 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). The Connect SoCal 2024 outlines a vision for a more resilient and equitable future, with investment, policies, and strategies for achieving the region's shared goals through 2050. The Connect SoCal 2024 sets forth a forecasted regional development pattern that, when integrated with the transportation network, measures, and policies, will reduce GHG emissions from automobiles and light-duty trucks and achieve the GHG emissions reduction target for the region set by the CARB. In addition, the Connect SoCal 2024 is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG-emission-reduction goals and federal Clean Air Act requirements. These are articulated in a set of Regional Strategic Investments, Regional Planning Policies, and Implementation Strategies. The Regional Planning Policies are a resource for County Transportation Commissions (CTCs) and local jurisdictions, who can refer to specific policies to demonstrate alignment with the Connect SoCal 2024 when seeking resources from state or federal programs. The Implementation Strategies articulate priorities for SCAG efforts in fulfilling or going beyond the Regional Planning Policies.[52]

On May 7, 2025, CARB officially accepted SCAG's determination that Connect SoCal 2024 meets the state's GHG reduction targets. The plan demonstrates strategies to achieve per capita GHG reductions of 8 percent by 2020 and 19 percent by 2035 compared to 2005 levels, through goals such as:

- Build and maintain an integrated multimodal transportation network.
- Develop, connect, and sustain communities that are livable and thriving.
- Create a healthy region for the people of today and tomorrow.
- Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all.

CARB's acceptance confirms that Connect SoCal 2024 is consistent with SB 375 requirements and aligns with California's climate goals.

Ventura County Air Pollution Control District

Ventura County Air Pollution Control District (VCAPCD) ensures protection for public health and agriculture from adverse effects of air pollution by identifying air pollution problems and developing a comprehensive program to achieve and maintain state and federal air quality standards. VCAPCD provides a list of potential thresholds that can be used in evaluating GHG impacts for projects: "Greenhouse Gas Thresholds of Significance Options for Land Use Development Projects in Ventura County" is used for evaluating GHG impacts in Ventura County under CEQA. This letter notes that the most common approach for determining the significance of GHG emissions for land use projects is a tiered approach involving: (1) applicability of any CEQA exemptions; (2) project consistency with a local climate action plan; and (3) application of an efficiency-based threshold and/or a bright line gap-based threshold based on capturing 90 percent of project GHG emissions. 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.

[52] Southern California Association of Governments, Connect SoCal: A Plan for Navigating to a Brighter Future (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy), adopted April 4, 2024.

Local

Thousand Oaks General Plan 2045

The Thousand Oaks General Plan 2045 (General Plan) provides a comprehensive long-range guide for the physical development of the City of Thousand Oaks' (City) Planning Area. The General Plan Land Use Element, Mobility Element, and Community Facilities and Services Element contains various goals and policies pertaining to sustainability and energy use. The following are relevant goals and policies from the Land Use Element:

Sustainable Buildings

- **Goal LU-11:** Power existing and new buildings with clean energy.
    - **Policy LU 11-1 Carbon-free construction.** Promote and encourage new construction that uses carbon-free energy.
    - **Policy LU 11.2 Energy efficient new construction.** Promote and encourage energy-efficient new construction through implementation of CALGreen Tier 1 and Tier 2 measures and use of Passive Solar System design features.
    - **Policy LU 11.3 On-site solar in new construction.** Promote and encourage the installation to the maximum extent possible of on-site solar (or other distributed renewable energy) in new construction, including rooftops, carports and additional technologies as they evolve.
    - **Policy LU 11.7 Electrical Vehicle charging stations new development.** Require EV ready receptacles sufficient to support users in new development.

The following are relevant goals and policies from the Mobility Element:

Sustainability

- **Goal M-6:** Create and maintain a transportation system that reduces impacts to the environment while leveraging sustainability innovations.
    - **Policy M-6.2 Decrease vehicle miles traveled.** Prioritize pedestrian, bicycle and other micro-mobility transportation means, and transit enhancements. Encourage infill, mixed-use, and other land use development that locates resources and services near residents' homes.

The following are relevant goals and policies from the Community Facilities and Services Element:

Citywide Infrastructure

- **Goal CFS-1:** Develop citywide infrastructure that supports existing and future development.
    - **Policy CFS-1.3 Sustainable design.** Promote the design of infrastructure projects that use sustainable materials, reduce carbon emissions, and minimize energy, water and waste during construction.

Water Supply, Reclamation, and Conservation

- **Goal CFS-4:** Encourage building and landscape design that conserves or recycles water.
    - **Policy CFS-4.1 Water conservation and reuse.** Promote and implement water conservation measures and reuse practices, including water-efficient fixtures, leak detection, water recycling, greywater systems, and rainwater harvesting.
    - **Policy CFS-4.5 Building water efficiency.** Minimize future water use by requiring all new developments to meet Green Building Standards identified by the US Environmental Protection Agency and other regulatory entities.

City of Thousand Oaks Climate and Environmental Action Plan

The City adopted the City of Thousand Oaks 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 GHG 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 establishes a 2010 greenhouse gas baseline and set targets of 42 percent reduction by 2030 and 85% reduction by 2045. The CEAP projects Citywide emission will decline only 36% by 2030 and 41 percent by 2045. The CEAP is an aspirational document that identifies future City regulations to be considered, which, if implemented, would reduce greenhouse gases. As the CEAP does not include regulatory requirements, conservatively, CEAP emission reductions are not incorporated into the emission modeling for this project. The CEAP primarily serves as a policy and strategy framework and does not constitute a CEQA-qualified GHG reduction plan. Specifically, the CEAP does not establish enforceable, project-level performance standards, does not include a CEQA-usable GHG emissions threshold or budget applicable to individual projects, and does not provide a monitoring or implementation program tied to specific land-use approvals, as contemplated by CEQA Guidelines Section 15183.5. Accordingly, the CEAP cannot be relied upon to conclude that a project's GHG impacts are less than significant on its own.

Nevertheless, a consistency analysis with the CEAP is provided in this EIR to evaluate whether the project would generally align with the City's adopted climate and energy policy objectives. This qualitative consistency analysis is presented for informational purposes only and does not substitute for a CEQA significance determination or establish compliance with any enforceable GHG reduction requirements.

5.7.3 Impact Thresholds and Significance Criteria

CEQA Significance Criteria

The CEQA Guidelines are embodied in the California Code of Regulations (CCR), Title 14, beginning with Section 15000. The current CEQA Guidelines Section 15064.4 states that "a lead agency shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project." Section 15064.4 further states:

A lead agency should consider the following factors, when determining the significance of impacts from greenhouse gas emissions on the environment:

a) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.
b) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
c) 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 (see e.g., section 15183.5(b)).

The CEQA Guidelines also state that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project would comply with the requirements in a previously approved plan or mitigation program (including plans or regulations for the reduction of GHG emissions) that provides specific requirements that would avoid or substantially lessen the cumulative problem within the geographic area in which the project is located (CEQA Guidelines Section 15064(h)(3)).

The CEQA Guidelines do not require or recommend a specific analytical method or provide quantitative criteria for determining the significance of GHG emissions, nor do they set a numerical threshold of significance for GHG emissions. Section 15064.7(c) clarifies that "when adopting or using thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence."

When GHG emissions are found to be significant, CEQA Guidelines Section 15126.4(c) includes the following direction on measures to mitigate GHG emissions:

> Consistent with Section 15126.4(a), lead agencies shall consider feasible means, supported by substantial evidence and subject to monitoring or reporting, of mitigating the significant effects of greenhouse gas emissions. Measures to mitigate the significant effects of greenhouse gas emissions may include, among others:
>
> 1. Measures in an existing plan or mitigation program for the reduction of emissions that are required as part of the lead agency's decision.
> 2. Reductions in emissions resulting from a project through implementation of project features, project design, or other measures.
> 3. Off-site measures, including offsets that are not otherwise required, to mitigate a project's emissions.
> 4. Measures that sequester greenhouse gases.
> 5. In the case of the adoption of a plan, such as a general plan, long range development plan, or plans for the reduction of greenhouse gas emissions, mitigation may include the identification of specific measures that may be implemented on a project-by project basis. Mitigation may also include the incorporation of specific measures or policies found in an adopted ordinance or regulation that reduces the cumulative effect of emissions.

The City, in its discretion, is using Appendix G of the CEQA Guidelines as thresholds of significance for evaluating impacts associated with the proposed project. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (refer to Impact Statement GHG-1); and/or
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases (refer to Impact Statement GHG-2).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant

impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

Amendments to 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. This section recommends certain factors to be considered in the determination of significance (i.e., the extent to which a project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHGs). The amendments do not establish a quantified or performance-based 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 California Air Pollution Control Officers Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence (see CEQA Guidelines Section 15064.7(c)).

The California Natural Resources Agency (CNRA) has also clarified that the CEQA Guidelines amendments focus on the effects of GHG emissions as cumulative impacts, and therefore GHG emissions should be analyzed in the context of CEQA's requirements for cumulative impact analyses (see CEQA Guidelines Section 15064(h)(3)).[53] 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 to avoid or substantially lessen the cumulative problem within the geographic area of the project.[54]

The City has not adopted a numerical significance threshold for assessing impacts related to GHG emissions, nor have the VCAPCD, CARB, or any other State or regional agency adopted a numerical significance threshold for assessing GHG emissions that is applicable to the project. Since there is no applicable adopted or accepted numerical threshold of significance for GHG emissions, the methodology for evaluating the project's impacts related to GHG emissions focuses on its consistency with Statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the sole basis for determining the significance of the project's GHG-related impacts on the environment.

Notwithstanding, 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 State CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort 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 because of compliance with regulations and requirements adopted to implement plans for the reduction or mitigation of GHG emissions. However, the significance of the project's GHG emissions impacts is not based on the amount of GHG emissions resulting from the project.

Methodology

Consistency with Adopted Plans

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.

[53] See Generally California Natural Resources Agency, Final Statement of Reasons for Regulatory Action (December 2009), pp. 11-13, 14, 16; see also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, secretary for Natural Resources, April 13, 2009. Available at https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/C01.pdf, accessed December 7, 2025.

[54] 14 CCR Section 15064(h)(3).

As discussed previously, the City has adopted and implemented a range of GHG reduction activities and strategies that would reduce GHG emissions through its General Plan and CEAP. 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.

In the latest State CEQA Guidelines amendments, which went into effect on March 18, 2010, the OPR (OPR is now called the Governor's Office of Land Use and Climate Innovation (LCI)) encourages lead agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses. 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. As previously stated, a consistency analysis with the CEAP is provided in this EIR to evaluate whether the project would generally align with the City's adopted climate and energy policy objectives and is presented for informational purposes only.

Informational GHG Emissions Analysis

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.[55]

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, GHG emissions from the existing land uses were conservatively not modeled, with the exception of mobile emissions.

[55] Embodied energy includes energy required for water pumping and treatment for end-uses.

GHG emissions are estimated using the CalEEMod[56], 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 associated with both construction and operations from a variety of land use projects. CalEEMod was developed in collaboration with the air districts of California, who provided data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) to account for local requirements and conditions. 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). The model is considered to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California. The results of the CalEEMod modeling are included in Appendix C.

Construction

Project construction would primarily generate GHG emissions from construction equipment operation on-site, construction worker vehicle trips to and from the project site, and from construction material deliveries to and from the project site. Construction data for CalEEMod include, but are not limited to, (1) the anticipated start and finish dates of construction activity; (2) inventories of construction equipment to be used; and (3) areas to be excavated and graded. Phase 1 would be required to be completed before the construction of any subsequent phases can occur. Phases 2a, 2b, and 2c can occur simultaneously and are not physically dependent on one another; however, the specific timing for completion of each of these phases would depend on available funding. For the purpose of this analysis, Phases 2a, 2b and 2c are assumed to occur concurrently. Construction of Phase 3 would occur after the completion of Phases 2a, 2b and 2c. The CalEEMod construction assumptions assume the proposed project would be constructed in five phases, beginning in 2027 and ending in 2032.

Construction emissions are estimated using the CalEEMod software, an emissions inventory software program recommended by the VCAPCD. 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, N_2O, 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. 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.

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".[57] The guidance recommends that construction project GHG

[56] While the project would be required to comply with the 2025 Title 24 Building Energy Efficiency Standards (which are effective for building permit applications that are applied for on or after January 1, 2026) 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 2025 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.

[57] Association of Environmental Professionals, Final White Paper Beyond 2020 and Newhall: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California, October 18, 2016.

emissions should be "amortized over a 30-year project lifetime, so that GHG reduction measures would address construction GHG emissions as part of the operational GHG reduction strategies". In accordance with this guidance, GHG emissions from project construction have been amortized over the 30-year lifetime of the project.

Operations

Operation of the proposed project would generate direct GHG emissions associated with area sources (such as landscape maintenance), mobile sources, and refrigerants. Indirect emissions from the proposed project would include emissions from energy consumption, water demand, and solid waste generation. As with the calculation of existing emissions, the most recent version of CalEEMod was used to calculate project-related GHG emissions. Operational emissions were modeled at the completion year of each phase. Phase 1 would be completed in 2028, Phase 2 (including Phases 2a, 2b and 2c) would be completed in 2031, and Phase 3 would be completed in 2032. Conservatively, existing operational GHG emissions were not deducted from the total project emissions.

Area Source

Area source emissions were calculated using CalEEMod and project-specific land use data. Project-related area sources include exhaust emissions from landscape maintenance equipment, such as lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the site.

Mobile Source

As detailed in Section 5.14, Transportation, the proposed project would generate a net total of 5,876 trips per day after accounting for internal trip credits and deducting trips generated from the existing on-site uses. Further, based on Section 3.0, Project Description, the project includes multiple Transportation Demand Management (TDM) strategies and VMT reduction strategies as a project design feature, which have been modeled in CalEEMod. The following strategies are included in the project-level analysis described below:

1. TDM: Provide Ridesharing Program.
2. TDM: Implement Commute Trip Reduction Marketing.
3. Land Use: Increase in Residential Density.
4. Pedestrian: Pedestrian Improvements (on-site and along Thousand Oaks Boulevard).
5. Affordable Housing: Affordable Housing.
6. Bike Parking: Provide Bicycle Parking.

Refrigerants

Refrigerants are substances used in equipment for air conditioning and refrigeration. Most of the refrigerants used today are HFCs or blends thereof, which can have high GWP values. All equipment that uses refrigerants has a charge size (i.e., quantity of refrigerant the equipment contains), and an operational refrigerant leak rate, and each refrigerant has a GWP that is specific to that refrigerant. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime and then derives average annual emissions from the lifetime estimate.

Energy Consumption

Energy consumption emissions were calculated using the CalEEMod model and project specific land use data. Although SCE delivers electricity through its infrastructure, the City has been a participant in the regional Clean Power Alliance (CPA) since 2019. The CPA default rate for Thousand Oaks customers is 100 Percent Green Power, which is electricity derived from solar and wind energy generators. The Lean Power and Clean Power options use a combination of other sources, but do not include energy derived from coal or natural gas. Conservatively, the project has been analyzed assuming on-site electricity would be provided by Southern California Edison (SCE) and natural gas would be provided

by Southern California Gas Company (SoCal Gas). The project would include various energy conservation measures such cool roofs and energy-efficient appliances, etc., in compliance with Title 24 standards. However, these measures have not been modeled in CalEEMod except for energy-efficient appliances.

Solid Waste

Solid waste emissions associated with the operations of the project were calculated using the CalEEMod model and project-specific land use data. As a project design feature, the project would reduce, recycle, or compost at least 75 percent of the solid waste generated.

Water Demand

The proposed project would consume water during its operation as well as landscaping activities. The project would be required to comply with the CALGreen Code, which requires newer developments to be fitted with low-flow plumbing fixtures and fittings, as well as water-efficient landscaping. However, as a conservative analysis, these measures are not modeled in the CalEEMod.

5.7.4 Impacts and Mitigation Measures

The proposed project involves two components: (1) development of two mixed-use buildings, a hotel, a park, a restaurant, associated infrastructure, hardscape, landscaping, and site improvements (herein referenced as the "development component"), and (2) development of a bandshell and associated amphitheatre, the adaptive reuse of the existing Civic Arts Plaza, and the temporary relocation of City staff and in-person public services associated with the existing City Hall to off-site location(s) within existing permitted office space within City boundaries (herein referenced as the "adaptive reuse, outdoor amphitheatre, and temporary relocation components"). An evaluation of the CEQA thresholds follows.

Greenhouse Gas Emissions Generation

Impact GHG-1	**The proposed project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.**

Impact Analysis

Project-Level Analysis

Construction

The proposed project would involve the demolition of existing commercial retail uses and the construction of a mix of residential and commercial uses. Construction of the proposed project would generate temporary GHG emissions primarily from construction equipment, construction worker trips to and from the project site, and heavy trucks to transport demolition debris, excavated soil, and building materials. Construction GHG emissions are typically summed and amortized over the lifetime of a project (conservatively assumed to be 30 years) and then added to the operational emissions.

The proposed project would be constructed over five phases in approximately five years, beginning in October 2027. For the GHG emission analysis, the modeling assumed no overlap between each construction phase would occur with the exception of Phases 2a, 2b and 2c. Table 5.7-2, Construction Greenhouse Gas Emissions, summarizes the total GHG emissions from each phase and the amortized GHG emissions. As shown below, the construction of the proposed project would result in approximately 5,746.70 $MTCO_2e$ of GHG emissions. Amortized over a 30-year period[58], the proposed project would generate 191.56 $MTCO_2e$ per year of GHG emissions.

[58] South Coast Air Quality Management District, *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans*, December 5, 2008.

Table 5.7-2
Construction Greenhouse Gas Emissions

Source	CO_2	CH_4	N_2O	Refrigerants	CO_2e
	Metric Tons/year[1,2]				
Phase 1					
2027	345.00	0.01	<0.01	0.04	347.00
2028	228.00	0.01	0.01	0.04	230.00
Phase 1 Total	573.00	0.02	0.01	0.08	577.00
Phase 1 Amortized Over 30 years	19.10	<0.01	<0.01	<0.01	19.23
Phase 2a					
2028	267.00	0.01	0.01	0.06	271.00
2029	925.00	0.02	0.05	0.67	942.00
2030	900.00	0.02	0.05	0.63	916.00
2031	809.00	0.02	0.04	0.50	822
Phase 2a Total	2,901.00	0.07	0.15	1.86	2,951.00
Phase 2a Amortized Over 30 years	96.70	<0.01	<0.01	0.06	98.37
Phase 2b					
2028	79.90	<0.01	<0.01	0.01	80.30
2029	272.00	0.01	<0.01	0.01	273.00
2030	268.00	0.01	<0.01	0.01	269.00
2031	266.00	0.01	<0.01	0.01	267.00
Phase 2b Total	885.90	0.03	<0.01	0.04	889.30
Phase 2b Amortized Over 30 years	29.53	<0.01	<0.01	<0.01	29.64
Phase 2c					
2028	85.80	<0.01	<0.01	0.01	86.40
2029	298.00	0.01	0.01	0.08	301.00
2030	292.00	0.01	0.01	0.07	295.00
2031	274.00	0.01	0.01	0.06	277.00
Phase 2c Total	949.80	0.03	0.03	0.22	959.40
Phase 2c Amortized Over 30 years	31.66	<0.01	<0.01	<0.01	31.98
Phase 2 Total (Phase 2a + Phase 2b + Phase 2c)	***4,736.70***	***0.13***	***0.18***	***2.12***	***4,799.70***
Phase 2 Amortized Over 30 years (Phase 2a + Phase 2b + Phase 2c)	***157.89***	***<0.01***	***<0.01***	***0.07***	***159.99***
Phase 3					
2031	120	<0.01	<0.01	0.01	120
2032	250	0.01	<0.05	0.02	250
Phase 3 Total	370.00	0.01	<0.01	0.03	370.00
Phase 3 Amortized Over 30 years	12.33	<0.01	<0.01	<0.01	12.33

Source	CO_2	CH_4	N_2O	Refrigerants	CO_2e
	Metric Tons/year[1,2]				
Full Buildout (Phase 1 through Phase 3)					
Full Buildout Total	***5,679.70***	***0.17***	***0.19***	***2.23***	***5,746.70***
Full Buildout Amortized Over 30 years	***189.32***	***<0.01***	***<0.01***	***0.07***	***191.56***

Source: Refer to Appendix C, Air Quality/Greenhouse Gas/Energy Data

Notes:

[1] Emissions calculated using California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model.

[2] Totals may be slightly off due to rounding.

Operation

As discussed, Phase 1 would be completed and operational prior to any subsequent phase (i.e., Phase 2a, Phase 2b, etc.). Phase 2a through Phase 2c has the potential to construct simultaneously and as such, would potentially start operations simultaneously. Operation of Phase 3 would occur after Phase 2a through 2c are operational. It should be noted that Phase 1 would involve construction of linear roadway and infrastructure improvements and would not involve any operational GHG emissions. Annual operational emissions and amortized construction emissions for each phase (Phases 2a, 2b, 2c and 3) of the proposed project are presented in Table 5.7-3, Unmitigated Project Operational Energy Consumption.

Table 5.7-3
Unmitigated Project Operational Greenhouse Gas Emissions

Source	CO_2	CH_4	N_2O	Refrigerants	CO_2e
	Metric Tons/year[1,2]				
Phase 2a					
Direct Emissions					
Construction (amortized over 30 years)	96.70	<0.01	<0.01	0.06	98.37
Area Source	6.80	<0.01	<0.01	-	6.90
Mobile Source	2,791.00	0.11	0.12	2.80	2,832.00
Refrigerants				542.00	542.00
Total Direct Emissions	2,894.50	0.11	0.13	544.86	3,479.27
Indirect Emissions					
Energy	1,111.00	0.12	0.01	-	1,116.00
Solid Waste	11.00	1.10	0.00	-	39.00
Water Demand	21.00	0.61	0.01	-	41.00
Total Indirect Emissions	1,143.00	1.83	0.02		1,196.00
Total Phase 2a Emissions	4,675.27				
Phase 2b					
Direct Emissions					
Construction (amortized over 30 years)	29.53	<0.01	<0.01	<0.01	29.64
Area Source	0.10	<0.01	<0.01	-	0.10
Mobile Source	358.00	0.01	0.02	0.36	364.00
Refrigerants	-	-	-	1.70	1.70
Total Direct Emissions	387.63	0.01	0.02	2.07	395.44
Indirect Emissions					
Energy	68.00	0.01	<0.01	-	68.60
Solid Waste	1.80	0.18	0.00	-	4.40
Water Demand	2.20	0.07	-	-	4.40

Source	CO_2	CH_4	N_2O	Refrigerants	CO_2e
	Metric Tons/year[1,2]				
Total Indirect Emissions	72.00	0.26	-		77.40
Total Phase 2b Emissions			472.84		
Phase 2c					
Direct Emissions					
Construction (amortized over 30 years)	31.66	<0.01	<0.01	<0.01	31.98
Area Source	1.20	<0.01	<0.01	-	1.20
Mobile Source	1,505.00	0.06	0.06	1.50	1,527.00
Refrigerants	-	-	-	0.03	0.03
Total Direct Emissions	1,537.86	0.06	0.06	1.54	1,560.21
Indirect Emissions					
Energy	283.00	0.03	<0.01	-	285.00
Solid Waste	41.00	4.10	-	-	144.00
Water Demand	18.00	0.52	0.01	-	35.00
Total Indirect Emissions	342.00	4.65	0.01		464.00
Total Phase 2c Emissions			2,024.21		
Phase 3					
Direct Emissions					
Construction (amortized over 30 years)	12.33	<0.01	<0.01	<0.01	12.33
Area Source	0.16	<0.01	<0.01	-	0.16
Mobile Source	295.60	0.01	0.01	0.26	299.88
Refrigerants	-	-	-	-	-
Total Direct Emissions	308.09	0.01	0.01	0.26	312.37
Indirect Emissions					
Energy	38.00	<0.01	<0.01	-	38.00
Solid Waste	0.00	0.03	<0.01	-	0.10
Water Demand	5.40	0.16	<0.01	-	11.00
Total Indirect Emissions	43.40	0.19	<0.01	-	49.10
Total Phase 3 Emissions			361.47		
Full Buildout					
Direct Emissions					
Construction (amortized over 30 years)	189.32	<0.01	<0.01	0.07	191.56
Area Source	8.26	<0.01	<0.01	-	8.36
Mobile Source	4949.60	0.19	0.21	4.92	5,022.88
Refrigerants	-	-	-	543.73	1.73
Total Direct Emissions	5,147.18	0.20	0.22	548.72	5,766.53
Indirect Emissions					
Energy	1,500.00	0.85	0.06	-	1,507.60
Solid Waste	53.80	5.41	-	-	187.50
Water Demand	46.60	1.36	0.34	-	91.40
Total Indirect Emissions	1,600.40	7.62	0.40	-	1,786.50
Total Full Buildout Emissions (Unmitigated)			**7,553.03**		

Source: Refer to Appendix C, Air Quality/Greenhouse Gas/Energy Data

Notes:

[1] Emissions calculated using California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model.

[2] Totals may be slightly off due to rounding.

As shown in Table 5.7-3, at full buildout, the total amount of project-related unmitigated GHG emissions from direct and indirect sources combined would result in approximately 7,553.03 $MTCO_2e$ per year. As previously stated, the City has not adopted a numerical significance threshold for assessing impacts related to GHG emissions, nor have the VCAPCD, CARB, or any other State or regional agency adopted a numerical significance threshold for assessing GHG emissions that is applicable to the project.

It should be noted that the proposed project would implement Mitigation Measures AQ-2 and AQ-3 to further reduce operational criteria pollutant emissions and are applicable to the proposed project. Mitigation Measure AQ-2 requires the project to use low-VOC cleaning materials and paints during architectural coating and MM AQ-3 would require the project to use all electric landscaping equipment. Annual operational emissions and amortized construction emissions for each phase (Phases 2a, 2b, 2c and 3) of the proposed project are presented in Table 5.7-4, Mitigated Project Operational Energy Consumption.

Table 5.7-4
Mitigated Project Operational Greenhouse Gas Emissions

Source	CO_2	CH_4	N_2O	Refrigerants	CO_2e
	Metric Tons/year[1,2]				
Phase 2a					
Direct Emissions					
Construction (amortized over 30 years)	96.70	<0.01	<0.01	0.06	98.37
Area Source	0.00	0.00	0.00	0.00	0.00
Mobile Source	2,722.00	0.11	0.12	2.70	2,762.00
Refrigerants				542.00	542.00
Total Direct Emissions	2,818.70	0.11	0.13	544.76	3,402.37
Indirect Emissions					
Energy	1,112.00	0.12	0.01	-	1,117.00
Solid Waste	11.00	1.10	0.00	-	39.00
Water Demand	21.00	0.61	0.01	-	41.00
Total Indirect Emissions	1,143.00	1.83	0.02		1,197.00
Total Phase 2a Emissions	4,599.37				
Phase 2b					
Direct Emissions					
Construction (amortized over 30 years)	29.53	<0.01	<0.01	<0.01	29.64
Area Source	0.00	0.00	0.00	0.00	0.00
Mobile Source	358.00	0.01	0.02	0.36	364.00
Refrigerants	-	-	-	1.70	1.70
Total Direct Emissions	387.53	0.01	0.02	2.06	395.34
Indirect Emissions					
Energy	68.00	0.01	<0.01	-	68.60
Solid Waste	1.80	0.18	0.00	-	4.40
Water Demand	2.20	0.07	-	-	4.40
Total Indirect Emissions	72.00	0.26	-		77.40
Total Phase 2b Emissions	472.74				
Phase 2c					
Direct Emissions					
Construction (amortized over 30 years)	31.66	<0.01	<0.01	<0.01	31.98
Area Source	0.00	0.00	0.00	0.00	0.00

Source	CO_2	CH_4	N_2O	Refrigerants	CO_2e
	Metric Tons/year[1,2]				
Mobile Source	1,505.00	0.06	0.06	1.50	1,527.00
Refrigerants	-	-	-	0.03	0.03
Total Direct Emissions	1,791.86	0.01	0.08	1.84	1,559.01
Indirect Emissions					
Energy	283.00	0.03	<0.01	-	285.00
Solid Waste	41.00	4.10	-	-	144.00
Water Demand	18.00	0.52	0.01	-	35.00
Total Indirect Emissions	342.00	4.65	0.01		464.00
Total Phase 2c Emissions	2,023.01				
Phase 3					
Direct Emissions					
Construction (amortized over 30 years)	9.87	<0.01	<0.01	<0.01	9.95
Area Source	0.00	0.00	0.00	0.00	0.00
Mobile Source	295.60	0.01	0.01	0.26	299.88
Refrigerants	-	-	-	-	-
Total Direct Emissions	307.93	0.01	0.01	0.26	312.21
Indirect Emissions					
Energy	1.20	<0.01	<0.01	-	1.20
Solid Waste	0.00	0.00	0.00	0.00	0.00
Water Demand	0.21	<0.01	<0.01	-	0.24
Total Indirect Emissions	1.41	<0.01	<0.01		1.44
Total Phase 3 Emissions	313.65				
Full Buildout					
Direct Emissions					
Construction (amortized over 30 years)	189.32	<0.01	<0.01	0.07	191.56
Area Source	0.00	0.00	0.00	0.00	0.00
Mobile Source	4,880.60	0.19	0.21	4.82	4,952.88
Refrigerants	-	-	-	543.73	1.73
Total Direct Emissions	5,069.92	0.20	0.22	548.62	5,688.17
Indirect Emissions					
Energy	1,464.20	0.85	0.06	-	1,471.80
Solid Waste	53.80	5.38	<0.01	-	187.40
Water Demand	41.44	1.21	0.34	-	80.64
Total Indirect Emissions	1,559.44	7.44	0.40	-	1,739.84
Total Full Buildout Emissions (Unmitigated)	**7,428.01**				

Notes:

[1] Emissions calculated using California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model.

[2] Totals may be slightly off due to rounding.

As shown in Table 5.7-4, at full buildout, the total amount of project-related mitigated GHG emissions from direct and indirect sources combined would result in approximately 7,428.01 $MTCO_2e$ per year. As previously stated, the City has not adopted a numerical significance threshold for assessing impacts related to GHG emissions, nor have the VCAPCD, CARB, or any other State or regional agency adopted a numerical significance threshold for assessing GHG emissions that is applicable to the project. As such, per the Impact Statement GHG-2, below, the proposed project would not have

a significant impact on emissions, since the proposed project would be consistent with applicable measures in the 2024-2050 RTP/SCS, 2022 Scoping Plan, the General Plan. Impacts in this regard would be less than significant.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. Construction and operation of the adaptive reuse and outdoor amphitheatre components would result in GHG emissions associated with construction and operation activities. However, the Project-Level Analysis applies to the adaptive reuse and outdoor amphitheatre components because these activities would involve similar construction methods, equipment, and exposure conditions, and would be subject to similar mitigation measures requirements during operation. Impacts would be less than significant with mitigation incorporated.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts related to GHG emissions.

MITIGATION MEASURES

PROJECT-LEVEL ANALYSIS

Refer to MM AQ-2 and MM AQ-3.

PROGRAMMATIC-LEVEL ANALYSIS

MM AQ-2 and MM AQ-3 are also applicable to the adaptive reuse and outdoor amphitheatre components because they would involve similar construction methods, equipment, and exposure conditions.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

Conflict With Applicable Plan, Policy, or Regulation that Reduces Greenhouse Gas Emissions

Impact GHG-2	**The proposed project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.**

Impact Analysis

Project-Level Analysis

The GHG plan consistency analysis for the project is based on the project's consistency with SCAG's Connect SoCal 2024, CARB's 2022 Scoping Plan, General Plan, and the City's CEAP. The Connect SoCal 2024 sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, would reduce GHG emissions from automobiles and light-duty trucks and achieve the GHG emissions reduction target for the region set by the CARB. The Connect SoCal 2024 incorporates local land use projections and circulation networks in city and county general plans. The 2022 Scoping Plan describes the approach California would take to reduce GHG emissions by 40 percent below 1990 levels by the year 2030. The CEAP outlines GHG reduction measures for various sectors, including transportation, land use, energy, solid waste, water, and wastewater. However, it should be noted that the CEAP project consistency analysis is provided for informational purposes only.

SCAG Connect SoCal 2024 Consistency Analysis

As previously stated, the latest Connect SoCal 2024 was adopted on April 4, 2024. The goals established for Connect SoCal 2024 provide a foundation for setting a vision for how the future of the SCAG Region would evolve over the next 25 years. The plan performance assessment process provides an important means for determining how well the program of investments included in Connect SoCal correspond to its foundational goals and to its vision for the future of the SCAG Region. Table 5.7-5, Connect SoCal 2024 Project Consistency Analysis, shows the project's consistency with the four categories found within the Connect SoCal 2024. The Connect SoCal 2024 consists of a set of four high-level goals, as presented in Table 5.7-5. Each of the four Connect SoCal goals are supported by three sub-goals which provide more specific objectives within that specific focus area. The plan performance measures are designed to support achievement of these regional goals and sub-goals, with many of the measures supporting multiple goals. As shown therein, the proposed project would be consistent with the GHG emission reduction strategies contained in the Connect SoCal 2024.

Table 5.7-5
Connect SoCal 2024 Project Consistency Analysis

Goals and Sub-Goals	Category	Project Consistency Analysis
Build and maintain an integrated multimodal transportation network.		
• Support investments and programs that are well-maintained and operated, coordinated, and resilient, and result in improved safety and air quality. • Ensure reliable, accessible, affordable, and quality travel options while striving to enhance equity in transportation resources offered in underserved communities. • Plan for people of all ages, abilities, and backgrounds	**Mobility**	**Consistent.** The proposed project would be developed as a pedestrian-oriented development with active ground-floor components, entertainment, and open space throughout the project site. Additionally, the proposed project would include bicycle infrastructure (short- and long-term bicycle parking and bicycle lockers) which would encourage cycling as an alternative mode of transportation. The project would also include a mix of land uses, including residential, commercial, and recreational uses on-site which would provide the opportunity to work and live within the project site. The project's central location within 0.5-mile of bus transit stops promotes transit use and reduces reliance on single-occupancy vehicles. It offers approximately 235 bicycle parking spaces, including electric bike charging. Additionally, the mixed-use design integrates residential, commercial, and civic spaces, minimizing vehicle trips and supporting High Quality Transit Area (HQTA) principles outlined in Connect SoCal 2024.
Develop, connect, and sustain communities that are livable and thriving.		
• Reinforce vibrant, human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances. • Produce and preserve a diversity of housing types to improve affordability, accessibility, and choices for all. • Foster inclusive communities free from barriers that restrict access to opportunity, and actively seek to reduce racial and economic disparities.	**Communities**	**Consistent.** The project is consistent with the objective of reinforcing human-centered communities by locating residential development within an established urban area that provides relatively good access to nearby commercial businesses, services, and daily amenities. This location supports shorter travel distances and increased opportunities for walking, bicycling, and transit use, thereby expanding mobility options and reducing reliance on single-occupant vehicle travel. The project would also contribute to the provision of affordable housing, supporting a diversity of housing types that improves affordability, accessibility, and housing choice for a range of households. By situating affordable housing in an area with access to employment opportunities, services, and community amenities, the project helps reduce barriers to housing opportunity and supports more inclusive community

Goals and Sub-Goals	Category	Project Consistency Analysis
		development. In this way, the project would further the goal of fostering inclusive communities by expanding access to essential resources and opportunities and supporting broader efforts to reduce economic disparities, consistent with the intent of these policy objectives.
Create a healthy region for the people of today and tomorrow.		
• Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stressors and disruptions, such as climate change. • 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. • Conserve and restore the region's natural and agricultural resources.	**Environment**	**Consistent.** The proposed project is consistent with Connect SoCal 2024 goals by promoting resilience, sustainability, and livability. It incorporates native landscaping, permeable surfaces, and adaptive reuse strategies to reduce water demand and support climate adaptation. The central location near transit stops and extensive bicycle facilities encourage multimodal transportation, reducing vehicle trips and greenhouse gas emissions. Mixed-use design integrates residential, commercial, and civic spaces, fostering walkability and social interaction. Stormwater infiltration systems, locally sourced materials, and renewable energy features conserve resources and improve environmental quality. Overall, these measures align with regional objectives for a healthy, efficient, and resilient community.
Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all.		
• Provide physical and digital infrastructure to improve access to education, vocational training, jobs, financial systems, and foster the growth of small business in underserved communities. • 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. • Improve regional multimodal transportation system infrastructure and efficiency to enhance the region's global economic competitiveness.	**Economy**	**Consistent.** The project supports a sustainable and efficient regional economy through adaptive reuse, resource-conscious design, and strategic infill development in an area of the City identified in the Housing Element as having a relatively high concentration of low- and moderate-income residents. By introducing new housing near existing neighborhood-serving commercial uses, the project would help strengthen the local customer base for small businesses, supporting local economic activity and long-term business viability. As the project is located adjacent to the US-101, the project would support the resilient and efficient goods movement system by reducing overall trip lengths and thereby improving emissions. The project would also support multimodal transportation through a pedestrian-oriented design, bicycle facilities, and the incorporation of TDM strategies that reduce reliance on single-occupancy vehicles. Collectively, these features support efficient land use patterns and reduced vehicle travel, aligning with SCAG's GHG reduction objectives under SB 375 and contributing to a cleaner, more resilient, and inclusive regional economy.

Source: Southern California Association of Governments, https://scag.ca.gov/connect-socal, April 4, 2024.

Consistency With the 2022 CARB Scoping Plan

The 2022 Scoping Plan identifies actions and strategies necessary to achieve the goal of carbon neutrality by 2045 or earlier, consistent with AB 1279. Table 5.7-6, Consistency with the 2022 Scoping Plan, evaluates applicable reduction actions and strategies to determine whether the project would be consistent with the reduction actions and strategies identified in the 2022 Scoping Plan.

Table 5.7-6
Consistency with the 2022 Scoping Plan

Actions and Strategies	Project Consistency Analysis
Reduce VMT per capita to 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	**No Conflict**. Section 5.14, Transportation, concludes that, although the project incorporates multiple VMT-reducing features, it would result in a significant and unavoidable VMT impact under applicable CEQA thresholds due to the introduction of new trips in a region where cumulative growth and travel demand remain heavily auto-oriented. However, the analysis also concludes that the project minimizes VMT to the extent feasible by locating development within an existing downtown, providing a pedestrian-oriented design, incorporating a mix of residential, commercial, recreational, and entertainment uses, and including bicycle facilities that support non-automobile travel. CEQA significance determinations are not equivalent to policy consistency findings. While the project's net VMT exceeds the applicable CEQA threshold, the project is consistent with the State's VMT reduction strategy because it advances the underlying objectives of reducing per-capita VMT by concentrating growth in an infill location, shortening trip lengths, enabling internal capture of trips, and improving conditions for walking and bicycling. As such, the project supports the State's long-term VMT reduction goals and does not conflict with the strategy to reduce VMT per capita, notwithstanding the identified significant and unavoidable transportation impact.
Increase in Renewable Energy and Decrease in Oil and Gas Use Actions	**No Conflict.** This goal addresses actions to increase renewable energy use and reduce reliance on oil and gas. While this goal is not directly applicable to the project, the project would nevertheless support its intent through compliance with applicable Green Building Code and Title 24 requirements, which promote energy efficiency and reduced fossil fuel consumption in new development. In addition, the City's default electricity provider, the Clean Power Alliance (CPA), supplies electricity through its 100 percent renewable Green Power mix, from which the project would benefit. The project would also benefit from Southern California Edison's (SCE) ongoing compliance with the State's Renewable Portfolio Standard, under which greenhouse gas emissions associated with grid-supplied electricity are expected to decline over time as the proportion of renewable energy increases.
Low Carbon Fuels Actions	**No Conflict.** The project would generate vehicle trips associated with construction and operation activities, consistent with other residential, commercial and mixed-use developments in the City. Vehicles accessing the project including construction vehicles, employee vehicles, and delivery and service trucks would utilize fuels that are subject to and comply with the State of California's Low Carbon Fuel Standard. The project would not introduce new fuel types or operational characteristics that would impede implementation of the Low Carbon Fuel Standard or increase reliance on noncompliant fuels. Accordingly, the project would not conflict with the State's ability to implement or achieve the objectives of the Low Carbon Fuel Standard.
Expansion of Electrical Infrastructure Actions	**Not Applicable.** This action addresses projects that would require expansion of electrical infrastructure. While this action is not applicable to the project, the project site is located within the existing electrical service area and supply capacity of Southern California Edison. The

Actions and Strategies	Project Consistency Analysis
	project would be served by existing electrical infrastructure and would not require the construction or expansion of off-site electrical facilities. As a result, the project would not result in electrical infrastructure improvements that could cause significant environmental impacts and would not conflict with this action.
Climate Ready and Climate Friendly Buildings	**Consistent.** 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. The proposed project would be built to include mixed fuels, including electricity and natural gas infrastructure. However, as a City-led project, a Condition of Approval for the development permit allowing the construction of the new multi-family buildings would require partnership with a private developer that is willing to commit to all-electric construction for the residential portion of the mixed-use structures as feasible. Further, the project would support this action through compliance with applicable Green Building Code and Title 24 requirements, which incorporate measures related to energy efficiency, water conservation, and building performance under changing climate conditions. Project design features, including energy-efficient building systems and reduced operational energy demand, would support climate-friendly development without introducing vulnerabilities to climate-related hazards. The project would not interfere with or hinder the implementation of climate-ready building strategies and is therefore consistent with the intent of this action.
Expanded Use of Zero-Emission Mobile Source Technology Actions	**No Conflict.** The project would support this action through the provision of electric vehicle (EV) charging infrastructure and EV-ready parking spaces in compliance with the California Green Building Standards Code (CALGreen). In addition, the project would provide end-of-trip bicycle facilities, including bicycle racks and lockers, which would support non-motorized transportation options. Vehicle trips associated with the project would also benefit from statewide regulatory programs that reduce mobile-source emissions, including the Advanced Clean Cars Program, which increases the percentage of zero-emission passenger vehicles, and the Advanced Clean Trucks Regulation, which requires increasing sales of zero-emission medium- and heavy-duty vehicles. Because these programs apply statewide and are independent of project-level actions, the project would not impede their implementation. Accordingly, the project would support expanded use of zero-emission vehicle technologies and would not conflict with the State's ability to reduce statewide greenhouse gas emissions from mobile sources.
Mechanical Carbon Dioxide Removal and Carbon Capture and Sequestration Actions	**Not Applicable.** This action focuses on the deployment of mechanical carbon dioxide removal technologies and carbon capture and sequestration systems. Such technologies are typically implemented at an industrial, utility, or regional scale and are not applicable to the project's land use or operational characteristics. The project would not involve on-site combustion sources, industrial processes, or infrastructure suitable for mechanical carbon capture or sequestration.

Actions and Strategies	Project Consistency Analysis
	Accordingly, the project would neither hinder nor preclude the implementation of carbon dioxide removal or carbon capture and sequestration strategies at a broader, statewide or regional level. The project would therefore not conflict with the intent of this action.
Improvements to Oil and Gas Facilities Actions	**Not Applicable.** The project does not propose the construction, expansion, or modification of any oil or gas wells, pipelines, or related infrastructure, and no such facilities are located on or adjacent to the project site. Accordingly, the project would not create conflicts with oil and gas operations and is consistent with applicable Oil and Gas Facilities Actions.
Reduced High-GWP Fluorinated Gases Actions	**No Conflict.** This action includes expanding the 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 these actions; however, refrigerants used in proposed building systems (such as air-conditioning equipment) would comply with applicable State and local regulations, and no project component would interfere with utility procurement programs. Accordingly, the project would not conflict with the State's ability to achieve GHG reductions under the Reduced High-GWP Fluorinated Gases Actions.
Forest, Shrubland, and Grassland Management Actions	**No Conflict.** Forest, shrubland, and grassland management actions focus on landscape-scale vegetation management, carbon sequestration, and wildfire risk reduction on natural and working lands. The project would include new trees, shrubs, and ground cover vegetation within landscaped areas and introduce a variety of native species; the project proposes as many trees as feasible given its location within a Very High Fire Hazard Severity Zone. Upon final buildout, 77 mature trees would remain on-site, 85 additional trees would be planted on-site, and approximately 26,807 square feet of landscaping would be provided. As such, the project would increase overall vegetation on the site, support urban forestry objectives, and would not conflict with the State's ability to reduce statewide GHG emissions through urban forestry actions.
Agriculture Actions	**Not Applicable.** This action involves increasing climate-smart forest, shrubland, and grassland management to at least 2.3 million acres per year. The project is located within an urban center and would not include agricultural uses or activities related to forest, shrubland, or grassland management; therefore, this action does not apply to the project.
Organic Waste Diversion and Composing Actions	**No Conflict.** The City of Thousand Oaks is currently implementing California Senate Bill 1383 through mandatory organics recycling and an active edible food recovery program for businesses and residents, including compliance requirements for Tier 1 commercial edible food generators and Tier 2 generators, which have been required to comply since January 1, 2024. Because project would be subject to and comply with these City-administered SB 1383 requirements, including participation in organics recycling and food recovery programs as applicable, the project would not conflict with the State's goals for organic waste diversion, composting, and greenhouse gas emission reductions.
Afforestation, Urban Forestry Expansion, Urban Greening, Avoided Natural and Working Land Use Conversion, and Wetland Restoration Actions	**No Conflict.** The project would include new trees, shrubs, and ground cover vegetation within landscaped areas and introduce a variety of native species, with the number of trees limited by the project's location

Actions and Strategies	Project Consistency Analysis
	within a Very High Fire Hazard Severity Zone. Upon final buildout, 77 mature trees would remain on-site, 85 additional trees would be planted on-site, and approximately 26,807 square feet of landscaping would be provided; therefore, the project would increase overall vegetation on the site, support urban forestry and urban greening objectives, and would not conflict with the State's ability to reduce statewide greenhouse gas emissions through afforestation, urban forestry expansion, avoided land conversion, or related actions.
Achieve 25% of energy demand electrified by 2030 and 75% electrified by 2045	**Consistent**. Construction of the proposed project would begin in approximately 2026 and is anticipated to last about six years. At present, the City of Thousand Oaks has not adopted an ordinance or program requiring the use of electricity-powered construction equipment; however, as electrification policies become regulatory requirements or as zero-emission construction equipment becomes more widely available in the marketplace, the project would comply with applicable requirements to the extent feasible. Accordingly, the project would not impede progress toward achieving 25 percent electrified energy demand by 2030 and 75 percent by 2045 and would be consistent with this action.

Source: California Air Resources Board, 2022 Scoping Plan, November 16, 2022.

Consistency with the General Plan

The project would comply with all applicable goals and policies identified in the General Plan, as listed in Table 5.7-7, Consistency with the General Plan.

Table 5.7-7
Consistency with the General Plan

Goal and Policies	Project Consistency
Goal LU-11: Power existing and new buildings with clean energy.	
Policy LU 11-1 Carbon-free construction. Promote and encourage new construction that uses carbon-free energy.	**Consistent.** The City's default electricity provider, CPA, supplies electricity through its 100-percent renewable Green Power mix, from which the project would benefit. Electricity would be delivered through SCE transmission and distribution system, and SCE remains subject to California's Renewables Portfolio Standard requiring increasing levels of renewable energy procurement through 2030 and 2045. Accordingly, the project would be consistent with State renewable energy policies and would not conflict with the State's greenhouse gas reduction goals.
Policy LU 11.3 On-site solar in new construction. Promote and encourage the installation to the maximum extent possible of on-site solar (or other distributed renewable energy) in new construction, including rooftop, carports and additional technologies as they evolve.	**Consistent.** Building C2 is intended to be improved with rooftop photovoltaic carports in accordance with CALGreen standards.
Policy LU 11.7 Electrical Vehicle charging stations new development. Require EV ready receptacles sufficient to support users in new development.	**Consistent.** The proposed project would install EV ready receptacles and EV chargers in accordance with CALGreen standards.
Goal M-2: Create and maintain a public transit system that is safe, equitable, affordable, efficient, and accessible to all people in Thousand Oaks.	

Goal and Policies	Project Consistency
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.	**Consistent.** The project would support these policies by providing end-of-trip bicycle facilities, including bicycle racks and lockers, which would encourage the use of alternative transportation modes. The project would also include improvements to pedestrian and bicycle connections both within the project site and to surrounding areas. In addition, the project would promote electric vehicle use by providing EV parking spaces and electric vehicle charging stations in compliance with CALGreen requirements. The project would further support alternative transportation by offering preferential parking for carpools, vanpools, ride-share vehicles, and alternatively fueled vehicles. The project would also include common outdoor open space and a comprehensive pedestrian circulation network that internally connects all land uses and links to existing and planned trails, adjacent open space, external streets, and nearby pedestrian facilities, while eliminating physical barriers to pedestrian movement. Therefore, the project would be consistent with applicable policies.
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 3.5: 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.	**Consistent.** The proposed project encourages walking by providing footpaths throughout the plan area, pedestrian-oriented street design, and active ground-level commercial and entertainment uses. These features enhance walkability and create a more connected and accessible environment for residents and visitors. The project also includes a mix of land uses, such as residential, commercial, civic, and recreational components, which allows people to live, work, and recreate within the project site. By concentrating development in an existing downtown area, the project helps shorten trip lengths and supports internal trip capture. As described in the Transportation analysis, the project minimizes VMT to the extent feasible through infill development, pedestrian-oriented design, and support for non-automobile travel. Although the project's net VMT exceeds the CEQA threshold, it is consistent with State VMT reduction strategies because it advances per-capita VMT reduction goals. The project improves conditions for walking and bicycling, which further supports reduced reliance on automobiles. In addition, it provides substantial bicycle infrastructure, including both short-term and long-term bicycle parking. Electrical infrastructure for charging electric bicycles and scooters would also be provided throughout the project site. Finally, the project supports alternative transportation options through consistency with the ATP and potential future implementation of a City-provided downtown shuttle service. Therefore, despite the identified significant and unavoidable VMT impact, the project is consistent with State and City VMT reduction strategies and supports long-term transportation and sustainability goals.
Goal M-4: Create a transportation system that will accommodate future growth that provides for all modes.	

Goal and Policies	Project Consistency
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 ensure that the available parking supply is utilized at levels that meet ongoing needs.	**Consistent.** The project site is located in close proximity to existing bus stops, including stops at Thousand Oaks Boulevard and Dallas Drive located adjacent to the north of the project site, as well as existing bicycle routes along Thousand Oaks Boulevard. The project would provide surface-level parking lot as well as parking structure and include common landscaped outdoor open space (Carpenter Park). A pedestrian access network would be provided to internally connect all uses and link the project site to existing and planned external streets. Therefore, the proposed project encourages walking by providing footpaths throughout the project area, pedestrian-oriented street design, and active ground-level commercial and entertainment uses. Accordingly, the project would support applicable goals and policies aimed at promoting multimodal access and reducing greenhouse gas emissions**.**
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.	**Consistent.** The project supports flexible and efficient parking strategies by providing a combination of surface parking and a parking structure that can accommodate shared use among different land uses and promote a park-once environment. The project also expands access to secure and convenient bicycle parking by providing substantial short-term and long-term bicycle parking, along with electrical infrastructure for charging electric bicycles and scooters, thereby supporting increased bicycle use at key destinations.
Goal M-6: Create and maintain a transportation system that reduces impacts to the environment while leveraging sustainability innovations.	
Policy 6.1: Decrease Vehicle Trips. Prioritize transportation and development investments and strategies that reduce single-occupancy vehicle trips. **Policy 6.2: Decrease Vehicle Miles 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.	**Consistent.** As previously stated, Section 5.14, Transportation, concludes that while the project includes multiple VMT-reducing design and planning features, it would nonetheless result in a significant and unavoidable VMT impact under CEQA due to the addition of new trips in a region that remains largely auto-oriented. The analysis also finds that the project minimizes VMT to the extent feasible by concentrating development in an existing downtown, providing a pedestrian-oriented layout, offering a mix of residential, commercial, recreational, and entertainment uses, and incorporating bicycle facilities. Although the project exceeds the applicable CEQA VMT threshold, CEQA significance determinations are distinct from policy consistency findings. By supporting infill development, shortening trip lengths, enabling internal trip capture, and improving conditions for walking and bicycling, the project advances the City's per-capita VMT reduction objectives and is therefore consistent with this policy.
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.	

Goal and Policies	Project Consistency
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.	**Consistent.** As previously stated, the project site is located close proximity to existing bus stops, including stops at Thousand Oaks Boulevard and Dallas Drive located adjacent to the north of the project site, as well as existing bicycle routes along Thousand Oaks Boulevard. A pedestrian access network would be provided to internally connect all uses and link the project site to existing and planned external streets. Therefore, the proposed project encourages walking by providing footpaths throughout the project area, pedestrian-oriented street design, and active ground-level commercial and entertainment uses. Accordingly, the project would support applicable goals and policies aimed at promoting multimodal access and reducing greenhouse gas emissions**.**
Goal CFS-1: Develop citywide infrastructure that supports existing and future development.	
Policy CFS-1.3 Sustainable design. Promote the design of infrastructure projects that use sustainable materials, reduce carbon emissions, and minimize energy, water and waste during construction.	**Consistent.** The proposed project would be constructed in accordance with the most current Title 24 standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Compliance with the most current Title 24 standards would ensure the project minimizes energy and water usage.
Goal CFS-4: Encourage building and landscape design that conserves or recycles water.	
Policy CFS-4.1 Water conservation and reuse. Promote and implement water conservation measures and reuse practices, including water-efficient fixtures, leak detection, water recycling, greywater systems, and rainwater harvesting.	**Consistent.** The proposed project would include water conservation measures such as low-flow fixtures, drought-tolerant landscaping, and water efficient irrigation. The project would also comply with the most current Title 24 standards which would minimize water usage.
Policy CFS-4.5 Building water efficiency. Minimize future water use by requiring all new development to meet Green Building Standards identified by the US Environmental Protection Agency and other regulatory entities.	

Source: City of Thousand Oaks, Thousand Oaks General Plan 2045, adopted December 5, 2023.

Consistency with the Thousand Oaks Climate & Environmental Action Plan

As analyzed below in Table 5.7-8, Consistency with the Thousand Oaks Climate & Environmental Action Plan, the project would comply with all applicable goals and policies identified in the CEAP.

Table 5.7-8
Consistency with the Thousand Oaks Climate & Environmental Action Plan

Goal and Policies	Project Consistency
Goal BE1: Reduce GHG Emissions from New Buildings.	
Measure BE1.2. 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 multi-family residential buildings.	**No Conflict.** This goal directs the City to consider requiring all-electric construction for new buildings, and states that the City should encourage LEED certification, but does not include project-specific requirements. The proposed project would be built to include mixed fuels, including electricity and natural gas infrastructure. However, as a City-led project, a Condition of Approval for the development permit allowing the construction of the new multi-family buildings would require partnership with a private developer that is willing to commit to all-electric construction for the residential portion of the mixed-use structures as feasible. In addition, features of the buildings incentivize a number of energy efficiency and/or electrification measures to meet energy and GHG savings, such as providing infrastructure for charging e-bikes and e-scooters, energy efficient appliances, etc., The project would also support alternative-fueled transportation by installing end-of-trip bicycle facilities, including bike racks and lockers, which would encourage alternative transportation. In addition, while the project is not currently committed to 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, the project would include Flexible Measures across renewables, electrification, water, and other processes. Formal certification of the buildings is not anticipated to be a condition of approval for the development of new buildings in an effort to balance costs incurred from elevated affordability requirements; however, the City would encourage private development partners to build to Gold or Platinum LEED criteria standards.
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.	
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.** This goal directs the City to increase non-residential participation in the Green Power Program by encouraging new developments to subscribe, but does not include project-specific requirements. It should be noted that, the City's default electricity provider CPA, supplies electricity through its 100-percent renewable Green Power mix. However, as a condition of sale or lease, all private developments would be required to subscribe to the program. City-owned developments would continue to be subscribed to the program.
Goal TR1: Reduce Vehicle Miles Traveled (VMT).	
Measure TR1.1: Implement smart growth policies.	**No Conflict.** This goal directs the City to adopt new, custom VMT-based thresholds, continue implementing the ATP, and study additional bus

Goal and Policies	Project Consistency
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 TR1.4**: Plan for walkability and bikeability in new developments.	routes in the City. Measure TR1.4 does include a project-specific requirement to include footpaths in and out; however, the remainder of the measures do not include project-specific requirements. The proposed project would include footpaths in, out, and throughout the entire project site area in addition to providing pedestrian-oriented street design and ground-level commercial and entertainment uses, which would further promote walkability.
Measure TR1.5: Pursue viable transit options.	The proposed project would further meet the overarching goal by constructing a mix of uses (residential, commercial, civic, recreation, etc.) which would provide the opportunity to work and live within the project site, reducing overall VMT. As detailed in Section 5.14, Transportation, the project would minimize VMT to the extent feasible by locating development within an existing downtown, providing a pedestrian-oriented design, incorporating a mix of residential, commercial, recreational, and entertainment uses, and including bicycle facilities that support non-automobile travel. While the project's net VMT exceeds the applicable CEQA threshold, the project is consistent with the State's VMT reduction strategy because it advances the underlying objectives of reducing per-capita VMT by concentrating growth in an infill location, shortening trip lengths, enabling internal capture of trips, and improving conditions for walking and bicycling. As such, the project supports the City's long-term VMT reduction goals and does not conflict with the strategy to reduce VMT per capita, notwithstanding the identified significant and unavoidable impact. In addition, the project's consistency with the ATP can be found in Section 5.14, Transportation. Furthermore, the proposed project would provide 60 short-term and 175 long-term bicycle parking spaces as well as electrical infrastructure for charging electric bikes and scooters throughout the project site. Lastly, SP-11 includes implementation measure I-13, which requires the City to consider establishment and operation of a City provided shuttle to serve Downtown Core.
Goal TR2: Increase Proportion of Clean/Electric Vehicles.	
Measure TR2.1: Increase EV charging requirement above CALGreen mandatory provisions for new multi-family developments. **Measure TR2.2**: Increase EV charging requirement above CALGreen mandatory provisions for new non-residential developments.	**No Conflict.** This goal encourage increasing electric vehicle (EV) charging infrastructure requirements beyond the minimum standards established by the California Green Building Standards Code (CALGreen) for new multi-family and non-residential development. While these requirements have not been implemented by City ordinance, as a City-led project, a Condition of Approval for the development permit allowing the construction of the new multi-family buildings would encourage partnership with a private developer that is willing to commit to providing EV-ready spaces beyond the minimums required by the CALGreen code.
Measure TR2.4: City to install EV charging infrastructure and EV chargers in public street, public areas and at community facilities such as parks, partnering with other agencies as necessary to support EV adoption by residents of existing MF housing.	**No Conflict.** These measures requires the City to proactively install EV charging infrastructure in public streets, public spaces, and community facilities, and to coordinate with partner agencies to expand charging access and support electric vehicle adoption for residents of existing multi-family housing who lack on-site charging options. The project would, at a minimum, install EV chargers as required by CALGreen.

Goal and Policies	Project Consistency
Measure TR2.9: City to secure designs and SCE approval for Level 2 and Level 3/DCFC fleet and bus charging installations at Civic Arts Plaza, Transportation Center, and MSC by 2026. City to construct charging infrastructure by 2028.	
Goal SW1: Reduce Volume of Landfilled Waste	
Measure SW1.1: Reduce methane emissions from landfilled organic waste through organics collection and composting.	**No Conflict.** These measures would help reduce greenhouse gas emissions by diverting organic waste and edible food from landfills through expanded composting and food recovery programs, thereby reducing methane generation from waste disposal. The project would comply with all applicable federal, State, and local laws, regulations, and standards regarding solid waste disposal, including the mandates of RCRA, AB 939, AB 341, AB 1327, AB 1826, and SB 1381, and the California Green Building Code, which require organics collection and food recovery.
Measure SW1.2: Reduce waste of edible food through establishment of a food recovery program and storage facility.	
Goal WA1: Reduce Community Water Use	
Measure WA1.1: Transition community to climate-appropriate landscaping.	**No Conflict.** These measures would help reduce water demand and associated energy and greenhouse gas emissions by promoting climate-appropriate landscaping, encouraging greywater reuse in multi-family development, and demonstrating sustainable landscape practices on City-owned properties. The project landscaping integrates native, drought-tolerant plants, retains and highlights mature oaks, and increases on-site tree canopy. In addition, any landscape plan submitted as part of the project would be required to comply with the Model Water Efficient Landscape Ordinance (MWELO) water efficiency standards. Private development partners would be encouraged to provide greywater systems to the extent feasible.
Measure WA1.2: Encourage greywater installation in new MF developments.	
Measure WA1.3: City to model sustainable landscaping in its medians and other City-owned landscaped areas.	
Goal EN1: Expand the City's Urban Tree Canopy	
Measure EN1.1: Prioritize tree-planting investments in neighborhoods with limited green space, canopy coverage, or elevated air pollution.	**No Conflict.** These measures would help improve urban environmental quality and climate resilience by increasing tree canopy coverage. Upon final buildout of the project, 77 mature trees would remain on-site, 85 additional trees would be planted on-site, and approximately 26,807 square feet of landscaping would be planted.
Measure EN1.2: Encourage tree planting on private property.	
Measure EN1.3: Fill in street trees where gaps exist.	
Goal EN2: Protect and Provide Ecosystem Support	
Measure EN2.1: Encourage the planting of pollinator-friendly native gardens.	**No Conflict.** These measures would help improve ecological conditions by promoting native pollinator gardens, integrated pest management, and reduced light pollution. The project proposed well-irrigated trees and landscaping, which incorporates native species that are pollinator-friendly to the extent allowed by the Ventura County Fire Department's (VCFD's) prohibited plant list. The City would continue to utilize IPM strategies on-site and encourage the use of such strategies for any landscaping or maintenance district created per the direction of SP-11. The project would include exterior lighting and would align with the LEED light pollution reduction credit for MLO LZ3 and international dark-sky association (IDA) recommendations.
Measure EN2.2: Continue to encourage the use of Integrated Pest Management (IPM) practices.	
Measure EN2.3: Consider a dark skies policy or ordinance to minimize light pollution.	
Goal EN3: Reduce Air and Noise Pollution from Small Off-Road Equipment	

Goal and Policies	Project Consistency
Measure EN3.1: Phase out the use of gas-powered leaf blowers.	**No Conflict.** These measures would help reduce air pollutant emissions by transitioning landscaping operations away from gas-powered equipment toward electric alternatives. The proposed project would be subjected to Mitigation Measure AQ-3 which requires the project use 100 percent landscaping equipment. As such, the project would be consistent with this policy.
Measure EN3.2: Explore the phase-out of other small off-road engine equipment.	
Measure EN3.3: City to pilot use of electric landscaping equipment in its operations.	
Goal AR1: Address Heat-Related Impacts	
Measure AR1.1: Expand urban canopy with climate-appropriate trees.	**No Conflict.** These measures would help reduce urban heat and runoff by expanding tree canopy and using cool and permeable pavement treatments. The project proposes as many trees as feasible, given the constraints of being within the Very High Fire Hazard Severity Zone. Upon final buildout of the project, 77 mature trees would remain on-site, 85 additional trees would be planted on-site, and approximately 26,807 square feet of landscaping would be planted. A Condition of Approval would encourage the use of cool pavement and permeable pavement options for roadways and pedestrian paths.
Measure AR1.3: Explore cool pavement and permeable pavement options for streets and parking lots.	
Goal AR2: Address Emergencies and Increase Energy Resiliency	
Measure AR2.1: Develop resilience hubs/cooling centers at City facilities to provide shelter, electricity, and essential resources during heat waves, power outages and natural disasters.	**No Conflict.** City hall administrative offices currently provide such spaces and would continue to do so under the proposed project.
Measure AR2.2: Provide appropriate regulations to allow for development of distributed energy resources in residentially-zoned areas and throughout City.	**No Conflict.** These measures would help improve community resilience by supporting cooling centers and promoting distributed and backup clean energy to maintain essential services during emergencies. This goal directs the City to provide appropriate regulations to allow for development of distributed energy resources and does not include a project-specific requirement; however, the CAP is currently developed with a large-scale back-up battery, which is proposed to remain.
Measure AR2.4: Encourage businesses, residents, and property owners to install resilient clean backup power supply.	
Goal AR3: Address Water Supply Resiliency, Drought and Storm Impacts	
Measure AR3.5: Reduce stormwater runoff.	**No Conflict.** These measures would help reduce stormwater runoff and water demand by promoting climate-appropriate landscaping practices. Landscaping integrates native, drought-tolerant plants, retains and highlights mature oaks, and increases on-site tree canopy—meeting City sustainability and design goals. The project incorporates use of drought-tolerant, native plantings and natural materials that enhance the urban forest. The project also incorporates construction and operational Best Management Practices to ensure that runoff would be captured and treated on-site, as required.
Measure AR3.8: Reduce demand for irrigation through transitioning community to climate-appropriate landscaping.	
AR4: Address Wildfire Impacts	
Measure AR4.2: Develop landscape ordinance that restricts trees known to spread wildfire embers.	**No Conflict.** This goal directs the City to develop a specific landscape ordinance, and does not include project-specific requirements. However, in line with this measure, the project's proposed fuel modification zones would consist primarily of noncombustible hardscape and parking/road areas, as well as well-irrigated tree and plant species not found on the Ventura County Fire Department's (VCFD's) prohibited plant list.

Source: City of Thousand Oaks, City of Thousand Oaks Climate & Environmental Action Plan, May 2024.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components. The proposed project primarily involves new development and redevelopment and would be required to comply with applicable building codes, energy efficiency standards, and greenhouse gas reduction measures in effect at the time of construction.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Thus, consistency with Goal BE2 would therefore need to be assessed as part of the programmatic component of the project, which would encompass broader City-initiated actions, future redevelopment efforts, and policy-driven improvements to existing buildings and operations; refer to Table 5.7-9, Consistency with Thousand Oaks Climate & Environmental Action Plan for Existing Buildings and Operations.

Table 5.7-9
Consistency with Thousand Oaks Climate & Environmental Action Plan for Existing Buildings and Operations

Goal and Policies	Project Consistency
Goal BE2: Reduce GHG Emissions in Existing Buildings and Operations.	
Measure BE2.2: Examine the feasibility of requiring existing non-residential buildings with renovations above a specified threshold to use a Flexible Measures or equivalent compliance path to install a combination of energy efficiency and/or electrification measures that meet a prescribed GHG reduction target.	**No Conflict.** This goal directs the City to examine the feasibility of requiring existing non-residential buildings, such as the existing City Hall, to meet certain efficiency requirements, to transition to LED streetlights throughout the City, and to undergo energy audits at all City facilities, and does not include project-specific requirements. However, as proposed to be amended, SP-11 would require all streetlights to be LED, and the City would continue to undergo audits and implement recommendations as new programs emerge and equipment ages.
Measure BE2.3: Transition to LED streetlights throughout City.	
Measure BE2.6: Undergo energy audits at all City facilities and implement energy efficiency projects wherever cost effective.	
Goal BE3: Transition to Greener Energy	
Measure BE3.3: Install solar at all City facilities.	**No Conflict.** The feasibility of adding solar panels to the existing City Hall building would be considered when the adaptive reuse of the existing City Hall component is considered in the future. In addition, no part of the project precludes the City from installing solar infrastructure at other City-owned facilities nearby, such as the existing parking structure.
Goal TR2: Increase Proportion of Clean/Electric Vehicles	
Measure TR2.5: Require EV chargers and charging infrastructure to be installed in existing commercial parking lots/ structures upon major tenant improvements (TIs).	**No Conflict.** The feasibility of adding solar panels to the existing City Hall building would be considered when the adaptive reuse of the existing City Hall component is considered in the future. In addition, no part of the project precludes the City from installing solar infrastructure at other City-owned facilities nearby, such as the existing parking structure.
Measure TR2.9: City to construct electric vehicle charging infrastructure to support fleet and transit.	
Goal SW1: Reduce Volume of Landfilled Waste	
Measure SW1.4: Provide leadership in modeling zero-waste practices at municipal facilities.	**No Conflict.** SP-11 implementation measure I-9 required the preparation of a solid waste management plan, which must also take into consideration modeling zero-waste practices.

Source: City of Thousand Oaks, City of Thousand Oaks Climate & Environmental Action Plan, May 2024.

The adaptive reuse, outdoor amphitheatre, and temporary relocation components would be consistent with the General Plan, CEAP, Connect SoCal, and the 2022 CARB Scoping Plan. Therefore, impacts would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Less than significant impacts would occur.

5.7.5 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." As outlined in Table 4-1 and illustrated on Exhibit 4-1, Cumulative Project Locations, cumulative projects are situated in the site vicinity.

Greenhouse Gas Emissions Generation and Conflict with Plan, Policy, or Regulation that Reduces Emissions

- Greenhouse gas emissions generated by the project, combined with other cumulative projects would not have a significant cumulative impact on global climate change or conflict with an applicable greenhouse gas reduction plan, policy or regulation.

Impact Analysis

Project-related GHG emissions are not confined to a particular air basin; instead, GHG emissions are dispersed worldwide. No single project is large enough to result in a measurable increase in global concentrations of GHG emissions. Therefore, impacts identified under Impact Statement GHG-1 are not project-specific impacts to global climate change, but the proposed project's contribution to this cumulative impact. Furthermore, the City has not adopted a numerical significance threshold for assessing impacts related to GHG emissions, nor have the VCAPCD, CARB, or any other State or regional agency adopted a numerical significance threshold for assessing GHG emissions that is applicable to the project.

GHG impacts are recognized as exclusively cumulative impacts, and there are no non-cumulative GHG emission impacts from a climate change perspective. As such, significant direct impacts associated with the project and proposed project also serve as the project's cumulative impact. As analyzed under Impact Statements GHG-1 and GHG-2, the proposed project would be consistent with applicable measures in the 2024-2050 RTP/SCS, 2022 Scoping Plan, the General Plan, and the City's CEAP and the project's GHG emissions would be considered less than significant. Thus, the project would not cumulatively contribute to GHG impacts and impacts in this regard would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Less than significant impacts would occur.

5.7.6 Significant Unavoidable Impacts

No significant unavoidable impacts related to GHG emissions have been identified.

INTENTIONALLY LEFT BLANK

5.8 Hazards and Hazardous Materials

This section describes the potential for the proposed project to expose the public to hazards, hazardous materials, or risk of upset that may be related to existing conditions or new hazards created as a result of the project. The analysis in this section is based in part on the following technical studies:

- Wildfire Study, Downtown Thousand Oaks Project (Wildfire Study), prepared by CSG Consultants, Inc., dated February 2026;
- CITADEL Project No. 2606.1006.0 Phase I Environmental Site Assessment Report, 2100 East Thousand Oaks Boulevard, Thousand Oaks, CA 91362 (Phase I ESA), prepared by Citadel, dated October 7, 2025;
- CITADEL Project No. 2606.1007.0 Phase II Subsurface Investigation Report 1934, 1938, and 1948 Thousand Oaks Boulevard, Thousand Oaks, CA 91362 (Phase II ESA), prepared by Citadel, dated November 7, 2025; and
- CITADEL Project No. 2026.1006.0 Additional Site Assessment Letter Report, 1868 East Thousand Oaks Boulevard, Thousand Oaks, CA 91362 (Additional Site Assessment), prepared by Citadel, dated February 20, 2026.

Copies of these technical studies are included in Appendix I, Phase I ESA and Additional Site Assessment, Appendix J, Phase II ESA, and Appendix R, Wildfire Study, respectively.

For the purposes of this analysis, the term “hazardous material” refers to both hazardous substances and hazardous waste. A material is defined as “hazardous” if it appears on a list of hazardous materials prepared by a federal, State, or local regulatory agency, or if it possesses characteristics defined as “hazardous” by such an agency. A “hazardous waste” is a solid waste that exhibits toxic or hazardous characteristics (i.e., ignitability, corrosivity, reactivity, and/or toxicity).

5.8.1 Existing Setting

Existing and Former On-Site Uses

As indicated in the Phase I ESA and Additional Site Assessment, a review of historical sources showed that the project site was undeveloped land into the 1900s. A residential structure appear to be developed in the central portion of the project site by 1936. Additional structures and access roads appear to be developed on the southern and eastern portions of the project site by 1947. Additional historical references provided by the applicant indicated that these structures were likely associated with Jungleland, an animal based theme park. Moreover, a small structure, likely associated with the adjoining animal theme park, appeared to have been developed by 1953. However, this structure appeared to have been demolished by 1967. By 1967, the 1934 East Thousand Oaks Boulevard property appear to be developed in the northwestern portion of the project site. By 1978, the 1938 and 1948 East Thousand Oaks Boulevard properties appear to be developed in the northwestern portion of the project site, while the majority of the structures on the eastern portion of the project site appear to have been demolished. The 1868 East Thousand Oaks Boulevard property appeared to have been developed as a surface parking lot by 1978. Additional commercial structures on the central portion of the project site appear to have been demolished by 1985. By 1994, the 2100 East Thousand Oaks Boulevard property, associated landscaped areas, and the parking garage were developed along with Dallas Drive, which accesses the parking garage. The previously identified access roads appear to have been demolished with the development of the 2100 East Thousand Oaks Boulevard property, and the current paved cul-de-sac appear to be developed on the western portion of the project site. The remaining commercial structure to the west of Dallas Drive and to the north of the City Hall building appears to have been demolished by 2005. Lastly, the current structure associated with the 1868 East Thousand Oaks Boulevard property appeared to have been developed by 2005.

Existing On-Site Buildings and Properties

1998 East Thousand Oaks Boulevard

As indicated in the Phase I ESA, the 1998 East Thousand Oaks Boulevard property was identified for an unauthorized release of waste oil and other automotive repair lubricants impacting soil, which was discovered during the removal of a 1,000-gallon waste oil underground storage tank (UST) in 1990.

The UST was associated with a former automotive repair facility that was located where the current portions of the 2100 East Thousand Oaks Boulevard property and landscaped areas are developed. Confirmation samples included the collection of one soil sample from beneath the former tank and one soil sample from the excavated stockpile. Samples were analyzed for total recoverable petroleum hydrocarbons (TRPH) and volatile organic compounds (VOCs). Analytical results reported concentrations of TPRH at 720 parts per million (ppm) from the sample collected from the soil stockpile. Additional elevated concentrations of contaminants of concern were not reported. soil sampling was recommended to confirm that all potentially contaminated soil was removed.

Additional soil sampling was conducted in March 1991, involving the collection of four side-wall samples and two additional pit bottom samples. Samples were analyzed for TRPH, VOCs, and lead. Elevated concentrations of contaminants of concern were not reported in laboratory results, and thus, it was concluded that all impacted soil had been excavated. No additional remedial work was recommended.

No official closure letter was available; however, based on information provided on GeoTracker, the 1998 East Thousand Oaks Boulevard property reportedly received closure on April 4, 1991, under regulatory oversight of the Ventura County Environmental Health Division (VCEHD). The release represents a historically recognized environmental condition (HREC) for the 1998 East Thousand Oaks Boulevard property. Based on closure under regulatory oversight, removal of the contaminant source, removal of impacted soil, and determination that residual contamination was not left in place, and subsequent redevelopment of the 1998 East Thousand Oaks Boulevard property with the current structures and landscaped areas, this former release is not expected to have adversely affected the 1998 East Thousand Oaks Boulevard property.

1964 East Thousand Oaks Boulevard

The 1964 East Thousand Oaks Boulevard property was identified for the unauthorized release of diesel fuel impacting soil, which was discovered during a site investigation conducted in 1994. The release occurred from an approximately 1,000-gallon diesel fuel UST that was used to fuel construction equipment that was stored on the 1964 East Thousand Oaks Boulevard property. The footprint of this area is located beneath the current parking lot and landscaped areas to the east of the Civic Arts Plaza Road that accesses the parking garage. The UST was removed in February 1994. Confirmation soil samples were collected from the pit bottom, sidewalls, beneath the fuel pump, and from the side of the pump concrete slab. Samples were analyzed for total petroleum hydrocarbons (TPH) and metals. TPH was reported in the sample collected from the pit bottom at 250 ppm. An additional three cubic yards of soil were excavated from the tank pit. Additional soil samples were collected from the pit bottom and sidewalls, and sample results did not report contaminants above laboratory reporting limits. The tank pit was backfilled with clean soil in March 1994.

One groundwater monitoring well was installed to determine if groundwater had been impacted. Groundwater was monitored for four consecutive quarters, and sample results continually returned non-detect results for TPH in the diesel range (TPH-d), and BTEX constituents (benzene, toluene, ethylbenzene, and xylenes). The 1964 East Thousand Oaks Boulevard property received closure from the VCEHD on November 27, 1995. The former release represents an HREC for the 1964 East Thousand Oaks Boulevard property. Based on closure under regulatory oversight, removal of the contaminant source, removal of impacted soil, and determination that residual contamination was not left in place or impacting groundwater, and subsequent redevelopment of the 1964 East Thousand Oaks Boulevard property with

the current parking areas and landscaped areas, this former release is not expected to have adversely affected the 1964 East Thousand Oaks Boulevard property.

1934 East Thousand Oaks Boulevard

The 1934 East Thousand Oaks Boulevard property was identified with an automotive repair facility. Hazardous waste generation inspection reports were available from 1988 through 2005. Violations reported during inspections included the improper storage and manifesting of waste oil drums, failure to properly train employees to handle hazardous materials, and failure to maintain an up-to-date hazardous materials business plan. The extended use of the 1934 East Thousand Oaks Boulevard property for automotive repair purposes and violations regarding the handling of hazardous materials represent a recognized environmental condition (REC) for the 1934 East Thousand Oaks Boulevard property.

1938 East Thousand Oaks Boulevard

Records available for the building associated with the 1938 East Thousand Oaks Boulevard property included various hazardous waste generator inspection reports from 1988 through 1995. Violations reported included failure to properly maintain hazardous waste records and failure to properly train employees to handle hazardous waste. An inspection report from October 1989 stated that a Safety Kleen solvent tank was stored on-site. The solvent was reportedly utilized to clean silk screen plates from a silk screen printing business. The waste solvent was collected and recycled. It was noted that the business did not have a valid hazardous waste producer permit and was operating illegally. Approximately 200 gallons of hydrocarbon solvents were utilized on-site in 1989. Based on the documented usage of hydrocarbon solvents for a silk screen printing operation and the generation of hazardous waste without a permit, these records represent a REC for the 1938 East Thousand Oaks Boulevard property.

1948 East Thousand Oaks Boulevard

Records available for this building included various Hazardous Materials Inspection reports from 1995 through 1999. Violations included noted oil leaks from an air compressor and failure to submit a hazardous materials business plan. Hazardous materials stored on-site included compressed gas cylinders. The business in operation was stated to be Dive-In Scuba. A 1999 inspection stated that the facility was closed and out of business, and all hazardous materials had been moved. Based on the type of hazardous materials stored on-site, these records are not expected to have adversely affected the 1948 East Thousand Oaks Boulevard property. Nonetheless, due to the proximity to the 1934 and 1938 East Thousand Oaks Boulevard properties, this property was also included as part of the Phase II ESA's sampling to determine any potential hazardous waste impacts.

2100 East Thousand Oaks Boulevard

Records available for the building associated with the 2100 East Thousand Oaks Boulevard property included CUPA program inspection reports from 2008 and 2010 for the use of an emergency diesel-powered generator. No violations were noted, and the records are not expected to have adversely affected the 2100 East Thousand Oaks Boulevard property.

1868 East Thousand Oaks Boulevard

As indicated in the Additional Site Assessment, environmental regulatory database information available as part of the Phase I ESA was also reviewed. However, only a small quantity medical waste generator was identified. As such, based on the small quantities of medical waste generated on-site, the 1868 East Thousand Oaks Boulevard property is not expected to represent a significant environmental concern.

Objects and Building Materials with Hazardous Potential

Based on the site reconnaissance conducted on July 24, 2025, as part of the Phase I ESA, the following objects and building materials with hazardous potential were observed in or around the 1934, 1938, 1948, and 2100 East Thousand Oaks Boulevard properties.

Aboveground Storage Tanks (ASTs)

A diesel-powered emergency generator is located to the southeast of the 2100 East Thousand Oaks Boulevard property. The generator is powered by an approximately 1,000-gallon belly tank, or aboveground storage tank (AST). No spills, staining, or leaks were observed in the vicinity of the AST. Based on the conditions observed, the AST is not expected to have adversely affected the 2100 East Thousand Oaks Boulevard property.

Routine/Miscellaneous Hazardous Materials

Routine janitorial and maintenance supplies were observed in containers sized for commercial use and properly stored throughout various janitorial closets of the 2100 East Thousand Oaks Boulevard property, with no signs of staining or leaking. Water treatment chemicals for the heating, ventilation, and air conditioning (HVAC) systems were observed in various HVAC equipment enclosures throughout the 2100 East Thousand Oaks Boulevard property. However, the hazardous materials observed are not expected to have adversely affected the 2100 East Thousand Oaks Boulevard property.

A paint storage closet was observed to the southeast of the 2100 East Thousand Oaks Boulevard property. Access to the closet was not available; however, the closet is reportedly used only to store paints. Based on the small quantities of material, the paint storage closet is not expected to have adversely affected the 2100 East Thousand Oaks Boulevard property.

Various commercial-sized printers were located in a print shop area of the 2100 East Thousand Oaks Boulevard property. The printers use commercial-sized ink cartridges, which are disposed of from the property by a separate contractor on an as-needed basis. No leaking or staining was observed in the vicinity of the printers or ink storage areas, and they are not expected to have adversely affected the 2100 East Thousand Oaks Boulevard property.

Halon fire suppression systems were observed throughout the 2100 East Thousand Oaks Boulevard property. Halon tanks were observed in marked closets. No leaking or staining was observed from the tanks, and they are not expected to have adversely affected the 2100 East Thousand Oaks Boulevard property.

Various paints, degreasers, and lubricants in commercial-sized containers were observed in the automotive maintenance areas of the 1934 East Thousand Oaks Boulevard property. No notable staining or leaking was observed from the containers, and they are not expected to have adversely affected the 1934 East Thousand Oaks Boulevard property.

Small quantities of pesticides and herbicides were observed in commercial-sized containers in the storage areas of the 1948 East Thousand Oaks Boulevard property. No leaking or staining was observed in the vicinity of the containers, and they are not expected to have adversely affected the 1948 East Thousand Oaks Boulevard property.

Polychlorinated Biphenyls (PCBs)

PCBs were an ingredient added to a variety of building materials during manufacture, most notably, but not limited to, caulking, putty, and glazing, particularly around windows, door frames, and building joints. Building materials containing PCBs were used in many buildings in the 1950s through the 1970s, and potentially before the 1950s. There are significant regulations regarding the removal of these materials during demolition and/or renovation, both from an environmental protection standpoint as well as an occupational health and safety standpoint. In addition, under the Toxic Substances Control Act (TSCA), building materials that contain PCBs at or above 50 ppm are considered an “unauthorized use” of PCBs, and removal can be compelled under the TSCA. The presence of PCBs may have the

potential to impact a property's future land use. Based on the construction date for the building associated with the 2100 East Thousand Oaks Boulevard property, building materials containing PCBs may have been used in the construction of the building.

Typical sources of PCBs include electrical transformer cooling oils, fluorescent light fixture ballasts, and hydraulic oil. In 1976, the U.S. Environmental Protection Agency (U.S. EPA) banned the manufacture and sale of PCB-containing transformers. Prior to this date, transformers were frequently filled with a dielectric fluid containing PCB-laden oil. By 1985, the U.S. EPA required that commercial property owners with transformers containing more than 500 ppm PCBs register the transformer with the local fire department, provide exterior labeling, and remove combustible materials within 16 feet (40 Code of Federal Regulations 761.30: "Fire Rule").

Various pad-mounted transformers were located at various exterior areas around the 2100 East Thousand Oaks Boulevard property. Hydraulic elevator lift equipment was observed throughout the 2100 East Thousand Oaks Boulevard property and the parking garage. No leaking or staining was observed from the equipment, and it is not expected to have adversely affected the 2100 East Thousand Oaks Boulevard property.

The observed equipment appeared to be in working order with no signs of staining or leaking. The equipment observed is not expected to represent a significant environmental concern. No in-ground hoists are located at the 1934 East Thousand Oaks Boulevard property. A dynamometer is used by one of the tenants as part of the smog check process.

Radioactive Man-Made Materials

Many public and private office buildings in the United States have self-luminescent tritium exit signs that contain radioactive materials. While these do not constitute a recognized environmental condition, the exit signs must be properly identified to ensure proper handling and disposal practices.

Pits, Ponds, and Lagoons

A water fountain is located on a portion of the 2100 East Thousand Oaks Boulevard property, at the same level as the Kavli theater entrance. The water fountain was dry at the time of the site reconnaissance associated with the Phase I ESA and is reportedly no longer in use due to water shortages. Pump equipment was observed in a pump room to the east of the fountain. No hazardous materials storage was observed in the pump room.

Wells, Cisterns, Sumps, and Drains

Several storm drains were observed in the parking areas throughout all portions of the project site. Additionally, mop sinks and floor drains were located within 1934 and 1948 East Thousand Oaks Boulevard properties. No hazardous substances or petroleum products were noted in the vicinity of the drains. Based on the use of the drains solely for water runoff, the presence of the drains is not expected to represent a significant environmental concern.

A sewage below-grade storage tank and pump is located to the northeast of the 2100 East Thousand Oaks Boulevard property. The tank collects sewage water, which is pumped up to the main sewer line. No staining or hazardous materials storage was observed near the tank cap, and based on its use for sewage water storage, the tank is not expected to have adversely affected the 2100 East Thousand Oaks Boulevard property.

Other

A Tesla-brand battery energy storage system (BESS) is located in the southeast portion of the 2100 East Thousand Oaks Boulevard property. The BESS is connected to one of the two main switchboards, which provides roughly half of the power for the site. The BESS is used to shift loads to avoid drawing power from the utility during the highest cost time of use period and can power the loads on the switchboard for up to seven hours. The BESS is not expected to have adversely affected the 2100 East Thousand Oaks Boulevard property.

Vehicle storage and parking were observed on unpaved portions of land to the southwest of the 1934, 1938, and 1948 East Thousand Oaks Boulevard properties. The vehicles observed near the 1934 East Thousand Oaks Boulevard property

appeared to be disused cars and trucks, and vehicles observed to the south of the 1938 and 1948 East Thousand Oaks Boulevard properties appeared to be work trucks and trailers associated with the landscaping company that occupies both buildings. The long-term storage of vehicles on unpaved ground and the use of an on-site building for automotive repair/maintenance purposes represent a REC.

Lead-Based Paints (LBPs)

LBP is defined as any paint, varnish, stain, or other applied coating that has greater than or equal to one milligram per square centimeter (mg/cm2) (5,000 microgram per gram [µg/g] or 5,000 ppm) of lead by federal guidelines; State and local definitions may differ from the federal definitions in amounts ranging from 0.5 mg/cm2 to 2.0 mg/cm2. In 2009, the US Consumer Product Safety Commission (16 Code of Federal Regulations 1303) banned paint containing more than 0.009 percent (90 ppm) lead for residential use. Buildings built before 1978 are much more likely to have LBP; however, all commercial structures, regardless of the date of construction, likely contain lead-based or lead-containing glazing, varnishes, stains, coatings, paints, and primers. Such materials that would be impacted by renovation, repair, or demolition should be tested beforehand, and the results disclosed to the trades or staff that would be doing such work. All associated waste streams should be accurately characterized for proper disposal requirements. Based on the age of the existing buildings on-site, LBPs may be present in the structures on the project site.

Asbestos-Containing Materials (ACMs)

The U.S. EPA issued a final rule under Section 6 of the TSCA banning most asbestos-containing building materials (ACBMs) in 1989. The ban on ACBMs was vacated in 1991, allowing some building materials to continue to contain asbestos. The applicability of the U.S. EPA's National Emission Standards for Hazardous Air Pollutants (NESHAP, 40 Code of Federal Regulations Chapter 61, Subpart M) apply to the owner or operator of a facility where an inspection for the presence of asbestos-containing materials (ACM), including Category I (asbestos containing packings, gaskets, resilient floor coverings and asphalt roofing products), and Category II (all remaining types of non-friable asbestos containing material not included in Category I that when dry, cannot be crumbled, pulverized or reduced to powder by hand pressure), non-friable ACM must occur prior to the commencement of demolition or renovation activities

Building materials, coatings, and/or finishes containing asbestos may be present in any structure regardless of the date of construction. In accordance with NESHAPS and local air pollution control district regulations, all suspect materials, finishes, and coatings that would be impacted by renovation or demolition, regardless of the date of construction, are required to be surveyed for the presence of asbestos by State-licensed asbestos consultants. Based on the age of the existing buildings on-site, ACMs may be present in the structures on the project site.

Potential Soil, Soil Vapor, and Groundwater Contamination from Former On-Site Activities

Based on the findings of the Phase I ESA, Citadel conducted a subsurface investigation (Phase II ESA) in the areas around the 1934, 1938, and 1948 East Thousand Oaks Boulevard properties; refer to Exhibits 5.8-1, 1868, 1934, 1938, 1948, and 2100 East Thousand Oaks Boulevard Locations, and 5.8-2, Soil Boring Locations. It should be noted that the 1868 East Thousand Oaks Boulevard property is depicted in Exhibit 5.8-1; however, this property is included for informational purposes only. Soil, soil vapor, and groundwater samples were collected at various depths in these areas. According to the Phase II ESA, soil and soil vapor samples were compared to the California Department of Toxic Substances Control (DTSC) modified screening levels, followed by the U.S. EPA's Regional Screening Levels (RSLs) for commercial/industrial land uses. The more conservative value is designated as the screening level (SL). TPH and groundwater were compared to the San Francisco Bay Regional Water Quality Control Board (SFB RWQCB) environmental screening levels (ESLs) for Tier 1.

Soil

According to the Phase II ESA, a total of 10 soil samples: five one-foot soil samples were analyzed for Title 22 Metals utilizing the U.S. EPA's Methods 6010B/7471A; and five five-foot samples were analyzed for VOCs utilizing the U.S. EPA's Method 8260B, and TPH Full Range utilizing the U.S. EPA's Method 8015M.



Source: Google Earth, October 17, 2023

LEGEND

Approximate Property Boundary

Source: Citadel EHS

NOT TO SCALE

02/2026

DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

1868, 1934, 1938, 1948, and 2100 East Thousand Oaks Boulevard Locations

Exhibit 5.8-1

INTENTIONALLY LEFT BLANK



Source: Google Earth, October 17, 2023

LEGEND

Approximate Property Boundary

Soil Boring Location

Source: Citadel EHS

CSG CONSULTANTS

NOT TO SCALE

01/2026

DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

Soil Boring Locations

Exhibit 5.8-2

INTENTIONALLY LEFT BLANK

Metals

According to the Phase II ESA, a total of 13 metals were reported in five one-foot soil samples analyzed, including arsenic, barium, beryllium, cadmium, chromium, cobalt, copper, lead, mercury, molybdenum, nickel, vanadium, and zinc at concentration levels below each applicable SL, except arsenic. Arsenic was reported in each of the five one-foot soil samples at concentrations ranging from 2.0 milligrams per kilogram (mg/kg) to 3.1 mg/kg, which is above the commercial/industrial SL of 0.13 mg/kg. It should be noted that the California DTSC has acknowledged that the strict use of RSLs is impractical due to naturally occurring background concentrations. Thus, the California DTSC has set the accepted Southern California Background Metals in Soil level of 12 mg/kg. The reported on-site concentrations of arsenic do not exceed the specified limits.

VOCs

According to the Phase II ESA, a total of eight VOCs were detected in the five five-foot soil samples, including 1,1,1-trichlorethane, 2-butane, acetone, benzene, naphthalene, toluene, xylene, and m,p-xylenes at concentrations below the applicable SLs.

TPH

According to the Phase II ESA, TPH in the gasoline range (TPHg) was not reported in any of the soil samples analyzed. Additionally, TPH in the diesel range (TPHd) was reported in four of the five samples; however, the corresponding concentrations ranged from 4.2 mg/kg to 58 mg/kg, which is well below the SFB RWQCB Tier 1 ESL of 100 mg/kg.

Moreover, TPH in the oil range (TPHo) was reported in three of the five samples; however, the corresponding concentrations ranged from 5.9 mg/kg to 100 mg/kg, which is well below the SFB RWQCB Tier 1 ESL of 1,600 mg/kg.

Soil Vapor

According to the Phase II ESA, a total of five soil vapor samples and one duplicate sample were analyzed for VOCs by utilizing the U.S. EPA's Method TO-15. The California DTSC and U.S. EPA do not provide direct soil vapor screening levels; rather, soil vapor screening levels are calculated by applying a conservative attenuation factor of 0.03 per the SWRCB's Supplemental Guidance: Screening and Evaluating Vapor Intrusion, Final Draft, to the respective California DTSC SLs and U.S. EPA RSLs for commercial/industrial use. The more conservative value is designated as the SL.

A total of 14 VOCs were detected in the soil vapor samples, including 1,1-dichloroethane, 1,1-dichloroethene, 2-butanone, acetone, carbon disulfide, chloroform, freon 12, tetrachloroethene (PCE), toluene, trichloroethene, trichlorofluoromethane, xylene, m,p-xylenes, and o-xylene, at concentrations below the applicable SLs, except for PCE. PCE was reported in all of the soil vapor samples at concentrations ranging from 4.9 micrograms per cubic meter (µg/m^3) to 210 µg/m3. Only one sample, soil vapor sample SV-2-5, exceeded the SL for commercial/industrial use of 67 µg/m3.

Groundwater

According to the Phase II ESA, a total of five groundwater samples were collected and analyzed for VOCs by the U.S. EPA's Method 8260B and TPH Full Range by the U.S. EPA's Method 8015M. Additionally, B1-GW was analyzed for SVOCs by the U.S. EPA's Method 8270C, polyaromatic hydrocarbons (PAH) by the U.S. EPA's Method 8270C SIM, and PCBs by the U.S. EPA's Method 8082.

VOCs

According to the Phase II ESA, a total of six VOCs were reported in all five groundwater samples, including benzene, ethylbenzene, toluene, xylene, m,p-xylenes, and o-xylene, at concentrations below the applicable Tier 1 ESLs.

TPH

According to the Phase II ESA, TPHg, TPHo, and TPHd were not reported in any of the groundwater samples analyzed.

SVOCs, PAHs, and PCBs

According to the Phase II ESA, semi-volatile organic compounds (SVOCs), PAHs, and PCBs concentrations were not reported in the groundwater sample analyzed.

Cortese Database

Government Code Section 65962.5 requires the California DTSC and the State Water Resources Control Board (SWRCB) to compile and update a regulatory sites listing (per the Government Code Section 65962.5 criteria). Additionally, the State Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and are subject to water analysis pursuant to California Health and Safety Code Section 116395. Government Code Section 65962.5 requires the local enforcement agency, as designated pursuant to the California Code of Regulations Title 14 Section 18051, to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste.

Based on CalEPA's Cortese listing database, the project site is not listed pursuant to California Government Code Section 65962.5.[59]

School Sites

The Conejo Valley Unified School District (CVUSD) is the public school district that serves the City. CVUSD provides various educational opportunities through its facilities, which include 27 total schools, including 17 elementary schools (one of which is kindergarten through eighth grade), four middle schools, three high schools, two alternative educational facilities, and one adult educational facility. CVUSD also offers pre-school, early childcare, transitional kindergarten, magnet schools, and a homeschool program serving students in grades transitional kindergarten through 12. There are nine elementary schools, three middle schools, and two high schools located in the City, which are within CVUSD's service area.

According to CVUSD's Public Services Correspondence, one school is located within a 0.25-mile radius of the project site: Conejo Elementary School (located approximately 0.24 miles to the northeast of the project site at 280 North Conejo School Road).

Airports

The closest public use airport, Camarillo Airport, is located approximately 12.74 miles to the northwest of the project site. The project site is located outside of the Camarillo Airport Influence Area and is not located within the vicinity of a private airstrip or any airport land use plan, or within two miles of a public airport.

Emergency Response

The City adopted an Emergency Operations Plan (City's EOP) in 2020. The City's EOP provides emergency guidelines for responding to disasters. The City's EOP addresses the City's planned response to extraordinary emergencies associated with natural disasters, technological incidents, and national security emergencies. The City's EOP helps maintain the City's ability to prepare, respond, and recover from various emergency incidents. It satisfies the California Standardized Emergency Management System (SEMS) requirements per Title 19 of the California Code of Regulations and the National Incident Management System (NIMS). The City's EOP establishes that the City utilizes the precepts of the

[59] California Environmental Protection Agency, Cortese List Data Resources, https://calepa.ca.gov/SiteCleanup/CorteseList/, accessed January 10, 2026.

Incident Command System (ICS), SEMS, and NIMS in emergency response operations and delineates the resources and hierarchy of command response related to the City's assets, authority, responsibilities, and organizational structure.

The City's EOP also directs the City to use the NIMS. NIMS was developed by the Department of Homeland Security (DHS) to ensure that all levels of government across the nation can work together effectively to manage emergency incidents. NIMS requires, for example, standard operating procedures, standardized classes, interoperable communications systems, mutual aid agreements, and interagency training exercises. The City must comply with NIMS to be eligible for federal emergency preparedness grants and emergency response relief. Emergency operations are conducted out of City Hall or another appropriate location if City Hall is damaged or inaccessible in an emergency, on an as-needed basis.

Evacuation routes are determined for each emergency based on the nature of the event and the location of evacuation shelters. Ventura County relays evacuation information to residents by telephone and, when possible, in person. Thousand Oaks Boulevard, which runs east-west adjacent to the project site and provides access to the Ventura Freeway (Highway 101), would provide primary emergency access. Conejo School Road, east of the project site, provides secondary emergency access. Internal access to the project site is located on Oakwood Drive in the southwest portion of the project site and on Dallas Drive in the middle of the project site. The City's Tri-City Evacuation Plan, developed in coordination with the cities of Moorpark and Simi Valley, designates Thousand Oaks Boulevard, Erbes Road, and Hampshire Road near the project site as major roads to be used as evacuation routes. Highway 101 is identified as an evacuation exit route.

Wildfires

According to the Wildfire Study, the majority of the project site lies within an area considered a Very High Fire Hazard Severity Zone (VHFHSZ), as designated by the Ventura County Fire Department (VCFD) and the California Department of Forestry and Fire Protection (CAL FIRE). A small portion of the project site, along the East Thousand Oaks Boulevard frontage and including the northern section of the existing property at 1934 East Thousand Oaks Boulevard, is within an area considered a High Fire Hazard Severity Zone (HFHSZ). However, pursuant to the VCFD's Administrative Ruling 25-800, the entire project site is considered to be within a VHFHSZ. Additionally, the proposed project is located within a wildland-urban interface (WUI) area. It should be noted that fire hazard designations are based on topography, vegetation, and weather, amongst other factors.

5.8.2 Regulatory Setting

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

Federal

The U.S. EPA is the main federal agency responsible for enforcing regulations relating to hazardous materials and wastes, including evaluation and remediation of contamination and hazardous wastes. The U.S. EPA works collaboratively with other federal and State agencies to enforce materials handling and storage regulations and site cleanup requirements. The Occupational Safety and Health Administration (OSHA) and the Department of Transportation (DOT) are authorized to regulate the safe transport of hazardous materials.

According to the U.S. EPA, a "hazardous" waste is defined as one "which because of its quantity, concentrations, or physiochemical or infectious properties, may either increase mortality or produce irreversible or incapacitating illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of, or otherwise managed." Special handling and management are required for materials and waste that exhibit hazardous properties. Treatment, storage, transport, and disposal of these materials are highly regulated at both the Federal and State levels. The federal and State laws provide the "cradle to grave" regulation of hazardous wastes. Businesses, institutions, and other entities that generate hazardous waste are required to identify

and track their hazardous waste from the point of generation until it is recycled, reused, or disposed of. Compliance with Federal and State hazardous materials laws and regulations minimizes the potential risks to the public presented by these potential hazards.

Resource Conservation and Recovery Act (RCRA)

RCRA was enacted in 1974 to provide a general framework for the national hazardous waste management system, including the determination of whether hazardous wastes are being generated, techniques for tracking wastes to eventual disposal, and the design and permitting of hazardous waste management facilities.

RCRA is the principal federal law that regulates the generation, management, and transportation of hazardous waste. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste. The primary responsibility for implementing RCRA is assigned to the U.S. EPA's DTSC, although individual States are encouraged to seek authorization to implement some or all RCRA provisions.

Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA)

CERCLA is a law developed to protect the water, air, and soil resources from the risks created by past chemical disposal practices. CERCLA is also referred to as the Superfund Act and regulates sites on the National Priority List, which are called Superfund sites.

Toxic Substances Control Act of 1976 (TSCA)

TSCA provides the U.S. EPA with authority to require reporting, record-keeping, and testing requirements, and restrictions relating to chemical substances and/or mixtures. TSCA addresses the production, importation, use, and disposal of specific chemicals, including polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paint (LBP). Title IV of the TSCA directs the U.S EPA to regulate LBP hazards.

TSCA Sections 402 and 404 require those engaged in lead abatements, risk assessments, and inspections in homes or child-occupied facilities (such as day care centers and kindergartens) built prior to 1978 be trained and certified in specific practices to ensure accuracy and safety. TSCA Section 403, Residential Hazard Standards for Lead in Paint, Dust and Soil, sets standards for dangerous levels of lead in paint, household dust, and residential soil.

Hazardous Materials Transportation Act of 1975 (HMTA)

The transportation of hazardous materials is regulated by the HMTA (49 Code of Federal Regulations Section 101 et seq.), which is administered by the Office of Hazardous Materials Safety within the Pipeline and Hazardous Materials Administration of the DOT. The HMTA empowers the Secretary of Transportation to designate as hazardous material any "particular quantity or form" of a material that "may pose an unreasonable risk to health and safety or property". The HMTA governs the safe transportation of hazardous materials by all modes. DOT regulations that govern the transportation of hazardous materials are applicable to any person who transports, ships, or causes to be transported or shipped hazardous materials, or who is involved in any way with the manufacture or testing of hazardous materials, packaging, or containers. The DOT regulations govern every aspect of the movement of hazardous materials, including packaging, handling, labeling, marking, placarding, operational standards, and highway routing. In 1990, Congress enacted the Hazardous Materials Transportation Uniform Safety Act (HMTUSA) to clarify the maze of conflicting federal, State, and local regulations. Like the HMTA, the HMTUSA requires the Secretary of Transportation to promulgate regulations for the safe transport of hazardous material in intrastate, interstate, and foreign commerce. The HMTUSA statue includes provisions to encourage uniformity among different state and local highway routing regulations, to develop criteria for the issuance of federal permits to motor carriers of hazardous materials, and to regulate the transport of radioactive materials.

Disaster Mitigation Act of 2000

The Disaster Mitigation Act of 2000 provided a new set of mitigation plan requirements that encourage State and local jurisdictions to coordinate disaster mitigation planning and implementation. States are encouraged to complete a "Standard" or an "Enhanced" Hazard Mitigation Plan. "Enhanced" plans demonstrate increased coordination of mitigation activities at the State level and, if completed and approved, increase the amount of funding through the Hazard Mitigation Grant Program. California's Hazard Mitigation Plan is an 'Enhanced' Plan.

Emergency Planning and Community Right -To-Know Act (EPCRA)

In 1986, Congress passed the Superfund Amendments and Reauthorization Act. Title III of this regulation may be cited as the "Emergency Planning and Community Right-To-Know Act of 1986" (EPCRA). The EPCRA required the establishment of State commissions, planning districts, and local committees to facilitate the preparation and implementation of emergency plans. Under the requirements, local emergency planning committees are responsible for developing a plan for preparing for and responding to a chemical emergency, including:

- An identification of local facilities and transportation routes where hazardous materials are present.
- The procedures for immediate response in case of an accident (this must include a community-wide evacuation plan).
- A plan for notifying the community that an incident has occurred.
- The names of response coordinators at local facilities.
- A plan for conducting drills to test the plan.

The emergency plan is reviewed by the State Emergency Response Commission and publicized throughout the community. The local emergency planning committee is required to review, test, and update the plan each year. The goal of the plan is to improve public- and private-sector readiness and to mitigate local impacts resulting from natural or man-made emergencies.

Another purpose of the EPCRA is to inform communities and citizens of chemical hazards in their areas. Sections 311 and 312 of EPCRA require businesses to report to State and local agencies the location and quantities of chemicals stored on-site. Under Section 313 of EPCRA, manufacturers are required to report chemical releases for more than 600 designated chemicals. In addition to chemical releases, regulated facilities are also required to report off-site transfers of waste for treatment or disposal at separate facilities, pollution prevention measures, and chemical recycling activities. The U.S. EPA maintains the Toxic Release Inventory database that documents the information that regulated facilities are required to report annually.

National Emission Standards for Hazardous Air Pollutants (NESHAPs)

NESHAPs are stationary source standards for hazardous air pollutants established by the U.S. EPA. Hazardous air pollutants (HAPs) are those pollutants that are known or suspected to cause cancer or other serious health effects, such as reproductive effects or birth defects, or adverse environmental effects. Sources subject to NESHAPs are required to perform an initial performance test to demonstrate compliance. To demonstrate continuous compliance, sources are generally required to monitor control device operating parameters, which are established during the initial performance test. Sources may also be required to install and operate continuous emission monitors to demonstrate compliance.

State

The California Environmental Protection Agency (CalEPA) and the California DTSC have developed and continue to update lists of hazardous wastes subject to regulation. In addition to the EPA and California DTSC, the Los Angeles Regional Water Quality Control Board (RWQCB) is the enforcing agency for the protection and restoration of water

resources, including remediation of unauthorized releases of hazardous substances in soil and groundwater. Other State agencies involved in hazardous materials management include the Office of Emergency Services (OES), California Department of Transportation (Caltrans), California Highway Patrol (CHP), California Air Resources Board (CARB), and the California Integrated Waste Management Board (CalRecycle).

California Unified Program Administration (CUPA)

The CUPA consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of six environmental and emergency response programs, as listed below:

- Hazardous Materials Release Response Plans and Inventories (Business Plans)
- California Accidental Release Prevention (CalARP) Program
- The UST Program
- Aboveground Petroleum Storage Act Program
- Hazardous Waste Generator and Onsite Hazardous Waste Treatment (tiered permitting) Programs
- California Fire Code: Hazardous Material Management Plans and Hazardous Material Inventory Statements

The State agency partners involved in the CUPA have the responsibility of setting program element standards, working with CalEPA on ensuring program consistency, and providing technical assistance to the CUPA. The following State agencies are involved with the CUPA:

- CalEPA is directly responsible for coordinating the administration of the CUPA; the Secretary of CalEPA certifies CUPAs
- The California DTSC provides technical assistance and evaluation for the hazardous waste generator program, including onsite treatment (tiered permitting)
- The OES is responsible for providing technical assistance and evaluation of the Hazardous Material Release Response Plan (Business Plan) Program and the CalARP Programs

  The Office of the State Fire Marshal is responsible for ensuring the implementation of the Hazardous Material Management Plans and the Hazardous Material Inventory Statement Programs. These programs tie in closely with the Business Plan Program
- The SWRCB provides technical assistance and evaluation for the UST program in addition to handling the oversight and enforcement for the aboveground storage tank program

The CUPA for Ventura County is the VCEHD, which is responsible for implementing the federal and State laws and regulations pertaining to the handling of hazardous wastes and hazardous materials.

California Fire Code

The California Fire Code is Chapter 9 of the California Code of Regulations Title 24. The California Fire Code is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The California Fire Code regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. Collectively, the California Fire Code and the California Building Code use a hazard classification system to determine what protective measures are required to protect fire and life safety. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, the California Fire Code employs a permit system based on hazard classification.

California Accidental Release Prevention (CalARP) Program

The CalARP Program addresses facilities that contain specified hazardous materials, known as “regulated substances,” that, if involved in an accidental release, could result in adverse off-site consequences. The CalARP Program defines

regulated substances as chemicals that pose a threat to public health and safety or the environment because they are highly toxic, flammable, or explosive.

Assembly Bill 2948 (AB 2948)

Enacted in 1986 and occasionally referred to as 'Tanner 1986', AB 2948 mandates that local governments have hazardous waste plans for dealing with hazardous wastes generated within the community, including identifying sources of hazardous wastes, transportation routes needed to remove the waste, and areas for potential treatment and disposal. These plans are often integrated with or part of municipal and county general plan documents.

California Health and Safety Code

California Health and Safety Code Section 25150 requires the California DTSC to adopt, and revise when appropriate, standards and regulations for the management of hazardous wastes to protect against hazards to the public health, domestic livestock, wildlife, or the environment. In adopting or revising standards and regulations pursuant to this chapter, the California DTSC shall, as far as practicable, make the standards and regulations conform with corresponding regulations adopted by the U.S. EPA pursuant to the federal act. This section does not prohibit the California DTSC from adopting standards and regulations that are more stringent or more extensive than federal regulations.

CalEPA, in cooperation with the California DTSC and the SWRCB, and the Office of Environmental Health Hazard Assessment, publishes a list of screening numbers for select contaminants. Screening numbers are defined as the concentration of a contaminant published by CalEPA as an advisory number. In determining screening numbers, CalEPA considers the toxicology of the contaminant, risk assessments prepared by federal or state agencies, epidemiological studies, risk assessments, or other evaluations of the contaminant during remediation of a site, and screening numbers that have been published by other agencies.

In January 2018, the California DTSC's Human and Ecological Risk Office issued Human Health Risk Assessment Note Number 3. The document lists DTSC-SLs for select compounds in soil, tap water, and air for use in the human health risk assessment process at hazardous waste sites and permitted facilities.

Public Resources Code 21151.4

Pursuant to Public Resources Code Section 21151.4, projects that can be reasonably anticipated to produce hazardous air emissions or handle extremely hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school must consult with the potentially affected school district and provide written notification not less than 30 days prior to the proposed certification or adoption of an environmental document. Where a school district proposes property acquisition or the construction of a school, the environmental document must address existing environmental hazards, and written findings must be prepared regarding existing pollutant sources.

California Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act)

The Business Plan Act requires that any business that handles hazardous materials prepare a Business Plan. That Business Plan must include details of the facility and business conducted at the subject site, an inventory of hazardous materials that are handled or stored on site, an emergency response plan, and a training program for safety and emergency response for new employees, with annual refresher courses.

Hazardous Materials Release Notification

Many State statutes require emergency notification of a hazardous chemical release:

- California Health and Safety Codes Sections 25270.8 and 25507;
- Vehicle Code Section 23112.5;
- Public Utilities Code Section 7673, (PUC General Orders #22-B, 161);

- Government Code Sections 51018 and 8670.25.5(a);
- Water Code Sections 13271 and 13272; and
- California Labor Code Section 6409.1(b)10.

Requirements for immediate notification of all significant spills or threatened releases cover owners, operators, persons in charge, and employers. Notification is required regarding significant releases from facilities, vehicles, vessels, pipelines, and railroads. In addition, all releases that result in injuries or harmful exposure to workers must be immediately reported to the California Occupational Safety and Health Administration (Cal/OSHA) pursuant to the California Labor Code Section 6409.1(b).

California Code of Regulations, Title 8

California Code of Regulations Title 8 contains the General Industry Safety Orders of the State regulations. Article 4 addresses dusts, fumes, mists, vapors, and gases. Article 4, Section 1529, deals with asbestos and asbestos-containing materials (ACMs), and Section 1532.1 addresses lead and LBP. Both Sections set out requirements for employer monitoring of employee exposure to these materials as well as regulations on worker personal protective equipment (PPE), disposal of wastes, medical examinations of exposed workers, and action levels and exposure limits for ACM and LBP dusts. Title 8 is administered by Cal/OSHA.

Transportation of Hazardous Materials/Waste

Transportation of hazardous materials/wastes is regulated by the California Code of Regulations Title 26. The DOT is the primary regulatory authority for the interstate transport of hazardous materials. The DOT establishes regulations for safe handling procedures (i.e., packaging, marketing, labeling, and routing) and enforces federal and State regulations and responds to hazardous materials transportation emergencies along with the CHP. Emergency responses are coordinated as necessary between federal, State, and local government authorities and private persons through a State-mandated Emergency Management Plan.

Worker and Workplace Hazardous Materials Safety

Occupational safety standards exist to minimize worker safety risks from both physical and chemical hazards in the workplace. Cal/OSHA is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA requires many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle.

Department of Toxic Substances Control (DTSC)

The responsibility for the implementation of RCRA was given to the California DTSC in August 1992. The California DTSC is also responsible for implementing and enforcing California's own hazardous waste laws, which are known collectively as the Hazardous Waste Control Law. Although similar to RCRA, the California Hazardous Waste Control Law and its associated regulations define hazardous waste more broadly and regulate a larger number of chemicals. Hazardous wastes regulated by California but not by the U.S. EPA are called "non-RCRA hazardous wastes".

Hazardous Materials Transportation Act (HMTA)

The Los Angeles RWQCB is the enforcing agency for the protection and restoration of water resources, including remediation of unauthorized releases of hazardous substances in soil and groundwater. The Site Cleanup Program (SCP) regulates and oversees the investigation and cleanup of 'non-federally owned' sites where recent or historical unauthorized releases of pollutants to the environment, including soil, groundwater, surface water, and sediment, have occurred. Sites in the program are varied and include, but are not limited to, pesticide and fertilizer facilities, rail yards, ports, equipment supply facilities, metals facilities, industrial manufacturing and maintenance sites, dry cleaners, bulk transfer facilities, refineries, and some brownfields. These releases are generally not exclusive to petroleum USTs. The

types of pollutants encountered at the sites include solvents, pesticides, heavy metals, and fuel constituents, among others.

Hazardous Waste Control Law (California Health and Safety Code, Section 25100 et seq.)

The Hazardous Waste Control Law is the State equivalent of RCRA and regulates the generation, treatment, storage, and disposal of hazardous waste. The Hazardous Waste Control Law implements the RCRA "cradle-to-grave" waste management system in California, but is more stringent in its regulation of non-RCRA wastes, spent lubricating oil, small-quantity generators, and transportation and permitting requirements, as well as in its penalties for violations.

Utility Notification Requirements

Title 8, Section 1541 of the California Code of Regulations requires excavators to determine the approximate locations of subsurface utility installations (e.g., sewer, telephone, fuel, electric, water lines, or any other subsurface installations that may reasonably be encountered during excavation work) prior to opening an excavation. The California Government Code (Section 4216 et seq.) requires owners and operators of underground utilities to become members of and participate in a regional notification center. According to California Government Code Section 4216.1, operators of subsurface installations who are members of, participate in, and share in the costs of a regional notification center are in compliance with this section of the code. Underground Services Alert of Southern California (known as DigAlert) receives planned excavation reports from public and private excavators and transmits those reports to all participating members of DigAlert that may have underground facilities at the location of excavation. Members would mark or stake their facilities, provide information, or give clearance to dig.

Regional

Ventura County and Thousand Oaks Hazardous Materials Plans

There are several hazardous materials plans in effect in the City that regulate and guide the storage, use, handling, transport, and disposal of hazardous materials. Some are managed by the County of Ventura and enforced by local agencies as appropriate, and others, such as individual city plans, are managed directly by local authorities.

The Ventura County Hazardous Materials Emergency Response Plan is overseen by the CUPA. It integrates many regional response plans to provide a cohesive system of information sharing, individual agency responsibilities, and command and control of hazardous materials spill response, which is generally managed on the ground by the VCFD. An important part of the Hazardous Materials Emergency Response Plan is the incorporation of Business Plans for each individual commercial operation. The CUPA integrates these Business Plans into both local and regional emergency planning.

The County Hazardous Waste/Materials Management Plan (CHWMP) is the Tanner 1986 document for the County of Ventura and sets out the standards and plans for transportation and disposal of hazardous wastes, including household wastes. On July 10, 1990, the City adopted the CHWMP as an element of the Thousand Oaks General Plan 2045 (General Plan).

The City adopted its own version of the Tanner 1986 document, incorporated into the City's Hazard Mitigation Plan, on October 12, 2004. The City's Hazard Mitigation Plan includes detailed plans to reduce hazardous materials risks through interagency cooperation, risk reduction, public outreach, and similar goals.

Ventura County Sheriff's Office of Emergency Services

In cooperation with local jurisdictions, the Ventura County Sheriff's Office of Emergency Services developed the Ventura County Emergency Operations Plan (Ventura County EOP) which addresses the County of Ventura's planned response to extraordinary emergency situations and natural, human caused or technological disasters as well as provides an overview of operational concepts and identifies components of the County's emergency management organization

within the SEMS and the NIMS and describes the overall responsibilities of the federal, State, and county entities for protecting life, property, the environment and assuring the overall well-being of the population. The latest draft Ventura County EOP was published in February 2021.

Ventura County Air Pollution Control District (VCAPCD) Rule 62.7

VCAPCD regulates demolition and renovation operations involving ACM through Rule 6.27, which applies to any planned demolition or renovation that involves 100 square feet or more of ACM, with exceptions for indoor renovations, single-unit dwelling renovations performed by the owner or occupant, and work with certain categories of ACM that are removed according to a subset of VCAPCD requirements. The requirements include a notice period and a general prohibition on demolition until ACM has been abated and removed from the location, and require that abatement be conducted by persons with specific asbestos certifications (primarily Asbestos Hazard Emergency Response Act [AHERA] certification).

Local

Thousand Oaks General Plan 2045

The General Plan Safety Element includes several goals regarding hazards and hazardous materials in the City, including:

Wildfires

- **Goal S-5:** Provide necessary prevention services to reduce loss and damage due to wildfire.
    - **Policy 5.1 Cooperation of VCFD:** Continue to support the Ventura County Fire Department 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 City of Thousand Oaks Road Standards and construction specifications in effect at the time of construction.
        - Any other standard and specific conditions required by State and County Fire Codes and VCFD 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 5.8 Wildfire resilience:** Continue to meet all current standards and best practices for wildfire planning in accordance with local regulations and State guidance.
- **Policy 5.10 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 5.13 Local Hazard Mitigation Plan:** Follow all guidelines in the MJHMP and other applicable County, State, and Federal fire mitigation policies.
- **Policy 5.14 Ingress and egress points:** Whenever feasible, require the construction of multiple ingress and egress points for new development projects in Fire Hazard Severity Zones. For example, each neighborhood/subdivisions should have at least two emergency evacuation ingress and egress points. See Figure 10.9.
- **Policy 5.15 Long-term fuel reduction:** Implement the Ventura County Multi-Jurisdictional Hazard Mitigation Plan, the VCFD 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 5.20 Fire Protection Plans:** Require Fire Protection Plans for all new development in VHFHSZs.
- **Policy 5.21 Existing non-conforming development:** Minimize risks to existing development by identifying existing non-conforming development not meeting current fire safe standards, in terms of road standards and vegetative hazard; and requiring all development to meet or exceed CCR, division 1.5, chapter 7, subchapter 2, articles 1-5 requirements (SRA Fire Safe Regulations).
- **Policy 5.22 Evacuation and emergency vehicle access:** Maintain evacuation and emergency roadways and improve them as necessary and appropriate to ensure ongoing serviceability.
- **Policy 5.23 Street signage:** Require that all homes have visible street addressing and signage.

Hazardous Materials

- **Goal S-8:** Protect the community and environment from the effects of hazardous materials released into the air, land, or water.
  - **Policy 8.1 Risks from hazardous materials:** Regulate the locations of businesses that utilize large quantities of hazardous materials, to prevent exposure of people or the environment from excessive hazardous material risks.
  - **Policy 8.2 Cleanup of sites:** Coordinate with the Ventura County Environmental Health Department and the Regional Water Quality Control Board to cleanup sites that have been contaminated by hazardous materials releases, especially those that have contaminated groundwater

- **Policy 8.3 Household hazardous waste disposal:** Continue to operate a local household hazardous waste (HHW) collection facility that is convenient and open for weekly drop off by the public and expand the HHW home collection program throughout the City.
- **Policy 8.4 Household hazardous waste education:** Support the education of the public about the importance of complying with household hazardous waste programs through City, waste hauler, and HHW facility operator communications
- **Policy 8.5 Agency coordination for hazardous materials transportation:** Continue to follow guidelines set in the Hazard Mitigation Plan regarding regional plans for transportation corridors for hazardous materials.

Thousand Oaks Municipal Code (Municipal Code)

The City adopted the California Code of Regulations Title 24, Part 9, known and designated as the 2025 California Fire Code, with the modifications set forth in Section 4-6.06 Amendments to Uniform Fire Code, of the Municipal Code, for the purpose of prescribing regulations governing conditions hazardous to life and property from fire or explosion. The provisions of the California Fire Code constitute the fire code regulations of the City.

The City Municipal Code further affirms the City's use of uniform standards, which contain provisions including the California Health and Safety Code and regulations are administered by CUPA through the appropriate local agencies.

Thousand Oaks Local Hazard Mitigation Plan (LHMP)

The LHMP was prepared in response to the Disaster Mitigation Act of 2000. The LHMP documents the City's hazard mitigation planning process and identifies hazards, potential losses, and mitigation needs, goals, and strategies.

Thousand Oaks 2020 Emergency Operation Plan (EOP)

The City's EOP, last updated in 2020, addresses the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies. The City's EOP helps maintain the City's ability to prepare, respond, and recover from a variety of emergency incidents, and satisfies the SEMS requirements of Title 19 of the California Code of Regulations and the NIMS, overseen by OES. The City's EOP updates the 2014 version and includes field response, staff organization, multi-agency coordination for resources, and programs for raising public awareness.

5.8.3 Impact Thresholds and Significance Criteria

During the preparation of this EIR, Appendix G of the CEQA Guidelines was used as the thresholds of significance for evaluating impacts associated with the proposed project. Accordingly, a project may create a significant adverse environmental impact if the project would:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (refer to Impact Statement HAZ-1);

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment (refer to Impact Statement HAZ-2);

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (refer to Impact Statement HAZ-3);

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment (refer to Impact Statement HAZ-4);

e) For a project located within an airport land use plan area 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 (refer to Impact Statement HAZ-5);

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (refer to Impact Statement HAZ-6); and/or

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires (refer to Impact Statement HAZ-7).

Based on the aforementioned standards and/or criteria, the effects of the proposed project have been categorized as one of the two following levels of significance: 1) "less than significant impact"; or 2) "significant and unavoidable impact." If a potentially significant impact cannot be reduced to a less than significant level through the incorporation of mitigation measures, the impact is classified as a significant and unavoidable impact for the purposes of CEQA.

5.8.4 Impacts and Mitigation Measures

The proposed project involves two components: (1) development of two mixed-use buildings, a hotel, a park, a restaurant, associated infrastructure, hardscape, landscaping, and site improvements (herein referenced as the "development component"), and (2) development of a bandshell and associated amphitheatre, the adaptive reuse of the existing Civic Arts Plaza, and the temporary relocation of City staff and in-person public services associated with the existing City Hall to off-site location(s) within existing permitted office space within City boundaries (herein referenced as the "adaptive reuse, outdoor amphitheatre, and temporary relocation components").

Routine Transport, Use, or Disposal of Hazardous Materials

Impact HAZ-1	**The proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.**

Impact Analysis

Project-Level Analysis

Substantial risks associated with hazardous materials are not typically associated with residential, commercial, or institutional uses. Minor cleaning products, along with the occasional use of pesticides and herbicides for landscape maintenance of the project site, are generally the extent of hazardous materials that would be routinely utilized on-site. Thus, as the presence and on-site storage of these materials are common for residential, commercial, and institutional uses and would not be stored in substantial quantities (quantities required to be reported to a regulatory agency), impacts in this regard are less than significant.

Limited amounts of some hazardous materials could be used in the short-term construction of the project, including standard construction materials (e.g., paints and solvents), vehicle fuel, and other hazardous materials. The routine transportation, use, and disposal of these materials would be required to adhere to State and local standards and regulations for handling, storage, and disposal of hazardous substances. With compliance with the existing State and local procedures that are intended to minimize potential health risks associated with their use, impacts associated with the handling, storage, and transport of these hazardous materials during construction would be less than significant.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. Substantial risks associated with hazardous materials are not typically associated with commercial or institutional uses. Although the adaptive reuse and outdoor amphitheatre components

could also involve limited amounts of hazardous materials during short-term construction of the components, compliance with the existing State and local procedures that are intended to minimize potential health risks associated with their use, impacts associated with the handling, storage, and transport of these hazardous materials during construction would be less than significant.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. As such, the temporary relocation component would not result in the handling, storage, and transport of hazardous materials during construction. Thus, impacts would be less than significant in this regard.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Accidental Release of Hazardous Materials

Impact HAZ-2	**The proposed project would not 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.**

Impact Analysis

Project-Level Analysis

Construction

Construction of the proposed project would involve demolition, grading, and construction of new buildings. Potentially hazardous materials used during construction include substances such as paints, sealants, lubricants, solvents, adhesives, cleaners, and diesel fuel. There is potential for these materials to spill or to create hazardous conditions. The materials used, however, would not be in such quantities or stored in such a manner as to pose a significant safety hazard. These activities would also be short-term and would cease upon completion of construction.

Disturbance of Existing Soils

According to the Phase II ESA, the project site contains low concentrations of metals (arsenic, barium, beryllium, cadmium, chromium, cobalt, copper, lead, mercury, molybdenum, nickel, vanadium, and zinc), VOCs within soil (1,1,1-trichlorethane, 2-butane, acetone, benzene, naphthalene, toluene, xylene, and m,p-xylenes), TPH (TPHd and TPHo), VOCs within soil vapor (1,1-dichloroethane, 1,1-dichloroethene, 2-butanone, acetone, carbon disulfide, chloroform, freon 12, PCE, toluene, trichloroethene, trichlorofluoromethane, xylene, m,p-xylenes, and o-xylene), and VOCs within groundwater (benzene, ethylbenzene, toluene, xylene, m,p-xylenes, and o-xylene). Of the detected metals, VOCs (soil, soil vapor, and groundwater), and TPH, only one sample of PCE (soil vapor sample SV-2-5) exceeded its respective SLs/RSLs/ESLs (i.e., commercial/industrial use of 67 µg/m3), with no PCE concentration detected in the on-site soil and groundwater. As such, due to the limited project areas affected, limited number of samples detected with PCE, the relatively minor exceedance of the SL for commercial/industrial uses, and anticipated grading activities (i.e., construction of a subterranean garage that would remove on-site PCE concentrations), the Phase II ESA concluded that concentration levels of contaminants within soil, soil vapor, and groundwater at the project site are not anticipated to be of concern. Potential impacts regarding accidental conditions associated with existing contamination to soil, soil vapor, and groundwater would be less than significant in this regard.

Demolition of On-Site Buildings

Demolition of the structures on-site could expose construction personnel and the public to hazardous building materials, including ACMs, LBPs, and/or PCBs. Federal and State regulations govern the renovation and demolition of structures where ACMs, LBPs, and PCBs are present. All demolition that could result in the release of ACMs, LBPs, and/or PCBs would be conducted according to Federal and State regulations, which govern the renovation and demolition of structures where these hazardous building materials are present. Specifically, the NESHAP establishes that building owners conduct an asbestos survey to determine the presence of ACMs prior to the commencement of any remedial work, including demolition. Prior to demolition of the existing structures on-site, a licensed Hazardous Building Materials (HBM) contractor would be retained to conduct a demolition-grade HBM survey of the buildings on-site that are over 45 years old. The HBM survey would include assessment for ACMs, LBPs, and PCBs in building materials. Following completion of the HBM survey, the HBM contractor would prepare a report which would provide conclusions and recommendations regarding the results of the survey, as well as recommendations for the building contractor regarding handling and disposing of HBM material in accordance with federal, State, and local, State, and Federal regulations. Upon completion of the HBM survey and reporting to be reviewed by the City's Building officials, impacts would be less than significant in this regard.

Operation

Operation of the proposed residential, commercial, and institutional uses would involve the use of small amounts of hazardous materials, such as cleansers, paints, fertilizers, and pesticides, for cleaning and maintenance purposes. However, the project would be required to comply with the California Building Code, California Fire Code, as well as other Federal, State, and local regulations related to the protection of the public's health and safety. Upon compliance with the existing State and local procedures, long-term impacts regarding hazardous materials during project operations would be less than significant.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. Construction of the adaptive reuse and outdoor amphitheatre components would involve the use of similar potentially hazardous materials, disturbance of soils with existing contamination to soils, soil vapor, and groundwater, and demolition of on-site buildings, which could expose construction personnel and the public to hazardous building materials during construction activities. However, these impacts would be less than significant following completion of the HBM survey and reporting to be reviewed by the City's Building officials. Operation of the proposed commercial and institutional uses would also involve the use of small amounts of hazardous materials, such as cleansers, paints, fertilizers, and pesticides, for cleaning and maintenance purposes. However, the adaptive reuse and outdoor amphitheatre components would be required to comply with the California Building Code, California Fire Code, as well as other Federal, State, and local regulations related to the protection of the public's health and safety. Upon compliance with the existing State and local procedures, long-term impacts regarding hazardous materials during project operations would be less than significant.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. As such, the temporary relocation component would not 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. Thus, impacts would be less than significant in this regard.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

School Sites

Impact HAZ-3	**The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.**

Impact Analysis

Project-Level Analysis

The closest school is Conejo Elementary School, located approximately 0.24 miles to the northeast of the project site at 280 North Conejo School Road. As analyzed in Impact Statement HAZ-1, project implementation is not anticipated to result in substantial hazards to the public or the environment arising from the routine use, storage, transport, and disposal of hazardous materials during construction or long-term operation of the proposed project. All construction activities would be subject to compliance with existing laws and regulations related to hazardous materials. Therefore, impacts in this regard would be less than significant.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. The adaptive reuse and outdoor amphitheatre components would be located at a similar distance as the development component and are not anticipated to result in substantial hazards to the public or the environment arising from the routine use, storage, transport, and disposal of hazardous materials during construction or long-term operation of the proposed project. Nonetheless, all construction activities would be subject to compliance with existing laws and regulations related to hazardous materials. Therefore, impacts in this regard would be less than significant.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. As such, the temporary relocation component would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Thus, impacts would be less than significant in this regard.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Cortese Database

Impact HAZ-4	**The proposed project would not 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 not create a significant hazard to the public or the environment.**

Impact Analysis

Project-Level Analysis

Government Code Section 65962.5 requires the California DTSC and the SWRCB to compile and update a regulatory sites listing (per the Government Code Section 65962.5 criteria). Additionally, the State Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and are subject to water analysis pursuant to California Health and Safety Code Section 116395. Government Code Section 65962.5 requires the local enforcement agency, as designated pursuant to the California Code of Regulations Title 14 Section 18051, to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste.

Based on CalEPA's Cortese listing database, the project site is not listed pursuant to California Government Code Section 65962.5. As such, no impacts would occur in this regard.[60]

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. Development of the adaptive reuse and outdoor amphitheatre components would not be located in an area listed pursuant to California Government Code Section 65962.5. As such, no impacts would occur in this regard.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. As such, no impacts would occur in this regard.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: No impact would occur.

Airports

Impact HAZ-5	**The proposed project site is not located within 2 miles of a public airport or public use airport and would not result in a safety hazard or excessive noise for people residing or working in the project area.**

Impact Analysis

Project-Level Analysis

The closest public use airport, Camarillo Airport, is located approximately 12.74 miles to the northwest of the project site. The project site is located outside of the Camarillo Airport Influence Area and is not located within the vicinity of a private airstrip or any airport land use plan, or within two miles of a public airport. As such, no impacts would occur in this regard.

[60] California Environmental Protection Agency, Cortese List Data Resources, https://calepa.ca.gov/SiteCleanup/CorteseList/, accessed January 10, 2026.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. The adaptive reuse and outdoor amphitheatre components would be located at a similar distance as the development component and thus would be located outside of the Camarillo Airport Influence Area and would not be located within the vicinity of a private airstrip or any airport land use plan, or within two miles of a public airport. As such, no impacts would occur in this regard.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that are located at different distances to the Camarillo Airport. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. As such, less than significant impacts would occur in this regard.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Emergency Response Plan/Emergency Evacuation Plan

Impact HAZ-6	**The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.**

Impact Analysis

Project-Level Analysis

Construction

The proposed project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. Project construction activities could result in short-term temporary impacts to street traffic along East Thousand Oaks Boulevard and Conejo School Road, of which East Thousand Oaks Boulevard is designated as an evacuation route in Figure 8, City of Thousand Oaks Evacuation Routes Maps, of the City's Tri-City Evacuation Plan. More specifically, East Thousand Oaks Boulevard would serve as the primary evacuation route for the proposed project and would provide access to both State Route 23 (SR-23) and Highway 101, which are the two primary evacuation routes in the City. Persons evacuating from the project site could use East Thousand Oaks Boulevard to access SR-23 and evacuate north or south, or to access Highway 101 and evacuate east or west.

As part of the proposed project, construction activities could require a temporary lane closure along East Thousand Oaks Boulevard. While temporary lane closures may be required, all encroachments into the public right-of-way 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. Furthermore, Conejo School Road, east of the project site, would serve as secondary emergency access during construction activities. As such, construction-related activities would result in a less-than-significant impact.

Operation

Operation of the proposed project would not result in any adverse alterations to vehicular circulation routes or obstruct public access along adjacent roadways. Proposed site access would occur via the new West Road, a new Main Street, the reconfiguration of Dallas Drive, improvements to Oakwood Drive, and parking areas. Although the project would generate new trips to and from the project site, site access, including road widths and connectivity, would be required

to comply with the VCFD Ordinance 34, as well as the applicable emergency access standards and requirements that would facilitate emergency vehicle access during project operation. Moreover, the project site would be accessible from public roadways, and access into the project site would be provided via three entrances, with primary access off of Thousand Oaks Boulevard and Dallas Drive. Secondary access would be off of West Road and Conejo School Road. Internal site access would be provided by Dallas Drive and the proposed Main Street. Only West Main Street would be accessible to vehicles; however, both East and West Main Street would be accessible to emergency access vehicles. Thus, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant in this regard.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. Although the adaptive reuse and outdoor amphitheatre components could require a temporary lane closure along East Thousand Oaks Boulevard, all encroachments into the public right-of-way 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. Furthermore, Conejo School Road, east of the project site, would serve as secondary emergency access during construction activities. As such, construction-related activities would result in a less-than-significant impact. Similar to the development component, the adaptive reuse and outdoor amphitheatre components would not result in any adverse alterations to vehicular circulation routes or obstruct public access along adjacent roadways during project operation. The proposed site access, including primary and secondary access, would be similar to the development component. Lastly, the adaptive reuse and outdoor amphitheatre components would be required to comply with the VCFD Ordinance 34, as well as the applicable emergency access standards and requirements that would facilitate emergency vehicle access during project operation. As such, impacts would be less than significant in this regard.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. As such, impacts would be less than significant in this regard.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Wildland Fires

Impact HAZ-7	**The proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.**

Impact Analysis

Project-Level Analysis

A project may have a significant impact if the project would expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. 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 also exacerbate wildfire risk.

According to the Wildfire Study and as analyzed in Section 5.17, Wildfire, the majority of the project site lies within an area considered a VHFHSZ, as designated by VCFD and CAL FIRE. A small portion of the project site, along the East Thousand Oaks Boulevard frontage and including the northern section of the existing property at 1934 East Thousand Oaks Boulevard, is within an area considered an HFHSZ. However, pursuant to the VCFD's Administrative Ruling 25-800, the entire project site is considered to be within a VHFHSZ. Additionally, the proposed project is located within a WUI area. As such, the proposed project could be subject to wildfire hazards. However, the proposed project would conform to Chapters 7 and 9 and Part 7 (CALWUI) of the California Building Code, which regulates building materials, structural design related to fire containment, safety features, and fire sprinkler systems. The proposed project would meet or exceed all applicable California Building Code, California Fire Code, and VCFD requirements. The project would provide adequate fire apparatus access throughout the project site and would increase internal access and flow compared to existing conditions. Proposed driveways and roadways would meet width and grade requirements. The project would be required to comply with VCFD Standard 502 with regard to premise identification, which would be subject to approval by the VCFD. The proposed project would also construct all buildings with ignition-resistant construction materials pursuant to the most recent codes for fire-resistant construction.

As analyzed in Section 5.17, evacuation proceedings would not be 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 are 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 evacuation. The physical conditions that would allow for successful evacuations from a site threatened by wildfire are:

- Adequate fire access to the site,
- Multiple routes for evacuation within a short distance that led away from the site and away from wildfire areas, and
- Being located outside of the WUI so that evacuation does not require traveling through areas susceptible to wildfire and where firefighters may be battling wildfire.

As analyzed in Section 5.17, if these physical conditions are in place, new uses would not interfere any more with evacuation proceedings than nearby existing uses within the same physical context would. Conversations with the Ventura County Sheriff's Office of Emergency Services regarding the relationship between new development and evacuation proceedings have confirmed that from an emergency management perspective, urban infill development is the preferred location for concentrating new residences due to the factors discussed above. Though located in a WUI, the proposed project site has adequate fire access as demonstrated above and has multiple evacuation routes located within a short distance; refer to Exhibit H, Evacuation Routes, in Appendix R.

The proposed project provides improved fire access to the project site by adding more than one point of ingress/egress connected to Thousand Oaks Boulevard, compared to existing conditions. Travel distances from the project site to Highway 101 or other evacuation routes are short, and evacuation routes themselves have multiple travel lanes. Also, the project site is in an urbanized setting, and there are no wildland areas susceptible to wildfire located between the project site and adjacent evacuation routes.

The project would provide adequate water supply for fire protection systems, include automatic fire sprinkler systems in all buildings, and add nine additional fire hydrants to the project area. The proposed project design and landscaping plan would be required to conform to VCFD Ordinance 34, Standard 515, and would include FMZs throughout the project area. All proposed landscaping would be subject to review and approval by the VCFD to ensure that it is fire-resistant and not conducive to flame or ember spread.

The primary materials proposed for the entire project area include stucco, concrete, stone, wood, and weathered steel. The proposed hardscape materials include integral colored concrete paving, clay brick pavers, stone paving, wooden decking around the protected oak trees, concrete paving, concrete pavers, and roadway paving. Materials proposed for Building B1 (restaurant) include concrete, steel, glass, wood, and tile. Materials proposed for Building B2 (bandshell) include concrete, steel, wood and/or composite wood trellising, perforated metal, and accent materials. Building E1 (hotel) would be I-B construction, with exterior cladding composed of ground-faced masonry, metal panels, stone, and a resilient material resembling wood slats. A rammed-earth feature wall and a slatted steel canopy are also proposed. Building E2 (mixed-use) would be type III-B construction, with primary exterior building materials anticipated to include plaster, vertical composite wood siding, masonry, decorative tile, and board form concrete. Building E3 (mixed-use) would also be type III-B construction and would utilize plaster, vertical wood siding, tile, and board-formed concrete. Building C1 (Civic Arts Plaza) would utilize wood mullion cap, precast concrete wall panels, rammed-earth wall panels, concrete pavers, and an aluminum sunscreen system on the exterior.

These project features, in combination with all the buildings having fire sprinklers and overall project site compliance with the most recent California Building Code, California Fire Code, and VCFD requirements, would ensure that risks associated with the development catching and spreading fire that exposes project occupants to the pollutant concentrations of a wildfire would be minimal. The development is designed to be ignition-resistant across all properties, so that in the event an urban fire ignites on-site, it could be contained quickly. Additionally, the ignition-resistant features of the development would limit the ability of a wildfire that may start elsewhere in the City or region to spread across the project site. The proposed project design would increase the fire resistance of the project site compared to existing conditions. Upon compliance with applicable federal, State, and local regulations, standards, and guidelines related to wildfires, impacts would be less than significant.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. The adaptive reuse and outdoor amphitheatre components would be located within an area considered a VHFHSZ, as designated by VCFD and CAL FIRE, and within a WUI area. Nonetheless, similar to the development component, the adaptive reuse and outdoor amphitheatre components would ensure physical conditions related to successful evacuations are in place, and the proposed new uses would not interfere any more with evacuation proceedings than nearby existing uses within the same physical context would. Moreover, the adaptive reuse and outdoor amphitheatre components would conform to Chapters 7 and 9 and Part 7 (CALWUI) of the California Building Code, which regulates building materials, structural design related to fire containment, safety features, and fire sprinkler systems. Additionally, the adaptive reuse and outdoor amphitheatre components would meet or exceed all applicable California Building Code, California Fire Code, and VCFD requirements. Overall, upon compliance with applicable federal, State, and local regulations, standards, and guidelines related to wildfires, impacts would be less than significant.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. As such, impacts would be less than significant in this regard.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.8.5 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." The cumulative analysis below considers the proposed project's impacts in conjunction with the future buildout of the General Plan and cumulative projects listed in Table 4-1, Cumulative Projects List.

Routine Transport, Use, or Disposal of Hazardous Materials

- The proposed project, combined with other cumulative projects, would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Impact Analysis

As discussed under Impact Statement HAZ-1, the proposed project would involve only limited quantities of common hazardous materials during both construction and operation, including standard construction products (such as paints, solvents, and fuels) and small amounts of consumer-grade cleaning agents, pesticides, and herbicides associated with routine building and landscape maintenance. These materials would not be stored or used in substantial quantities and would be handled in accordance with applicable federal, State, and local regulations governing the proper storage, transport, and disposal of hazardous substances.

Cumulative development projects within the City would involve the routine use of small quantities of household or commercially available hazardous materials during operation, as well as limited construction-related hazardous materials during project buildout. These cumulative development projects would also be subject to existing regulatory requirements, including hazardous materials handling, storage, and disposal standards enforced by State and local agencies. Compliance with these regulations ensures that the routine use of such materials does not cumulatively increase hazardous materials risks within the City.

Because the proposed project would not involve the use or storage of hazardous materials in quantities that could pose a substantial risk, and would comply with all applicable hazardous materials regulations, the proposed project would not combine with other past, present, or reasonably foreseeable projects to create a cumulatively considerable impact related to the routine transport, use, or disposal of hazardous materials. Therefore, cumulative impacts in this regard would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Accidental Release of Hazardous Materials

- The proposed project, combined with other cumulative projects, would not 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.

Impact Analysis

Cumulative projects could result in creating a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, or through the routine transport, use, or disposal of hazardous materials. However, with the implementation of existing laws and regulations, including the California Building Code and California Fire Code, these cumulative impacts would be minimized. As discussed under Impact Statement HAZ-1, with preparation and implementation of an HBM survey, implementation of the proposed project would not result in significant impacts involving hazards and hazardous

materials. As such, the project would not result in a cumulatively considerable impact in this regard, and impacts would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

School Sites

- The proposed project, combined with other cumulative projects, would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Impact Analysis

Cumulative projects that result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing school would be required to go through CEQA clearance to ensure that no significant impacts to sensitive receptors would result. Further, with the implementation of existing laws and regulations, including the California Building Code and California Fire Code, these cumulative impacts would be minimized. As the proposed project would not result in significant impacts involving hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing school with preparation and implementation of an HBM survey, the project would not significantly contribute to a cumulatively considerable impact in this regard. Impacts in this regard would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Cortese Database

- The proposed project, combined with other cumulative projects, would not 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, could create a significant hazard to the public or the environment.

Impact Analysis

As noted under Impact Statement HAZ-4, the project site is not included on the Cortese List pursuant to Government Code Section 65962.5 and does not contain any active hazardous materials release sites. While other Cortese-listed sites may be present within the City, these facilities are subject to regulatory oversight and project-specific CEQA review, which ensures that potential hazards are evaluated in accordance with applicable federal, State, and local requirements. Because the proposed project is not a Cortese-listed site and would not interact with or exacerbate off-site hazardous materials conditions, the proposed project would not contribute to a cumulatively considerable impact related to Cortese List sites. As such, cumulative impacts would be less than significant in this regard.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Airports

- The proposed project, combined with other cumulative projects, would not be located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or public use airport, and could result in a safety hazard or excessive noise for people residing or working in the project area.

Impact Analysis

As noted under Impact Statement HAZ-5, the project site is located approximately 12.74 miles from the Camarillo Airport, the nearest public-use airport, and is outside any Airport Influence Area, airport land use plan boundary, and the two-mile airport safety radius. While other development projects may occur within the City, cumulative airport-related hazards are limited to areas located within the airport influence zones, approach and departure paths, or other areas where aircraft-related safety risks may occur. Because the proposed project is not located within any airport hazard zone and would not introduce land uses or structures that could interact with airport operations, the proposed project would not combine with other projects to create a cumulatively considerable airport-related safety impact. Projects located within an airport land use plan area or within two miles of a public airport would undergo project-specific CEQA review and regulatory oversight to evaluate potential airport-related hazards. Therefore, cumulative impacts would be less than significant in this regard.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Emergency Response Plan/Emergency Evacuation Plan

- The proposed project, combined with other cumulative projects, would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Impact Analysis

Cumulative projects that may interfere with an adopted emergency response or evacuation plan would be required to go through CEQA clearance to ensure that surrounding roadways would remain open and emergency access in the site vicinity would not be impacted. Further, with the implementation of existing laws and regulations, including the City's Standard Design and Construction Criteria for traffic control, California Building Code, California Fire Code, and VCFD requirements, these cumulative impacts would be minimized. As discussed above, the proposed project would not result in significant impacts through interference with an adopted emergency response or evacuation plan, although a temporary lane closure along East Thousand Oaks Boulevard may be required during project construction. While temporary lane closures may be required, all encroachments into the public right-of-way 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. Furthermore, Conejo School Road, east of the project site, would serve as secondary emergency access during construction activities. As such, the project would not significantly contribute to a cumulatively considerable impact in this regard. Impacts in this regard would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Wildland Fires

- The proposed project, combined with other cumulative projects, would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

Impact Analysis

As discussed under Impact Statement HAZ-7, the proposed project is located within a VHFHSZ and a WUI area; however, the project incorporates extensive fire-resistant design features and is required to comply with the most recent California Building Code (including CALWUI), the California Fire Code, and all applicable VCFD standards. These requirements include ignition-resistant construction, automatic fire sprinkler systems, adequate fire apparatus access, sufficient water supply and hydrant distribution, fuel modification zones, and fire-resistant landscaping reviewed and approved by VCFD, which substantially reduce the potential for the project to exacerbate wildfire risk or contribute to the spread of fire. Cumulative projects within the City that are located in VHFHSZs or a WUI area would also be subject to federal, State, and local wildfire-related regulations, including CAL FIRE and VCFD requirements for defensible space, fire-resistant construction, and emergency access. Evacuation proceedings would not be substantially impaired by the proposed project because evacuations by their nature often overwhelm roadways, and the proposed 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 would 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, and the proposed new uses would not interfere any more with evacuation proceedings than nearby existing uses within the same physical context would. Because the proposed project would not exacerbate wildfire risk, be constructed with ignition-resistant materials, and comply with all applicable wildfire protection regulations, the proposed project would not combine with other past, present, or reasonably foreseeable projects to create a cumulatively considerable wildfire-related impact. Therefore, cumulative impacts related to wildfire hazards would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.8.6 Significant Unavoidable Impacts

No significant unavoidable impacts related to hazards and hazardous materials have been identified.

INTENTIONALLY LEFT BLANK

5.9 Hydrology and Water Quality

This section provides an overview of existing conditions and analyzes potential environmental impacts regarding hydrology and water quality characteristics on-site. Criteria by which an impact may be considered potentially significant are provided, along with a discussion of impacts pursuant to Appendix G of the CEQA Guidelines. Mitigation measures are recommended, as necessary, to minimize impacts as a result of project implementation. Hydrology and water quality characteristics addressed in this section include water quality, groundwater supplies, drainage patterns, project inundation, and water quality control/sustainable groundwater management plan. Additionally, the analysis in this section is based in part on the following technical studies:

- Preliminary Geotechnical Investigation, Civic Arts Plaza Master Plan, City of Thousand Oaks, 2100 Thousand Oaks Blvd, Thousand Oaks, California 91362 (Geotechnical Investigation), prepared by Cotton, Shires, and Associates, Inc. (CSA), dated May 2025; and
- Preliminary Hydrology and Low Impact Development Report, Downtown Thousand Oaks Project, 2100 Thousand Oaks Blvd, Thousand Oaks, CA 91362 (Hydrology Report), prepared by KPFF Consulting Engineers (KPFF), dated January 2026.

Copies of these technical studies are included in Appendix H, Geotechnical Investigation, and Appendix K, Hydrology Report, respectively.

5.9.1 Environmental Setting

Regional Hydrology and Drainage

According to the Thousand Oaks General Plan 2045 Environmental Impact Report (General Plan EIR), the City of Thousand Oaks (City) is predominantly situated in the 343-square-mile Calleguas Creek Watershed, with a portion of the City, generally east of North Westlake Boulevard and southeast of Potrero Road, draining towards the Malibu Creek Watershed. Conejo Creek/Arroyo Conejo Creek and Lang Creek flow through the City into the Calleguas Creek Watershed. Calleguas Creek is a primarily perennial, effluent-dominated stream, with flows fed by treated wastewater discharges, agricultural and urban runoff, and rising groundwater. From the watershed headwaters in eastern Simi Valley, Calleguas Creek flows approximately 30 miles west to Mugu Lagoon before draining into the Pacific Ocean. In the southeastern portion of the City, creeks in the Malibu Creek watershed include Potrero Valley Creek, Lake Eleanor Creek, and Westlake Creek. According to a comment letter received during the Notice of Preparation process of this EIR from the Ventura County Watershed Protection District (VCWPD), the project site is situated approximately 10 feet from a VCWPD redline channel.[61] A redline channel is a jurisdictional channel under the jurisdiction of the VCWPD, most of which can convey 500 cubic feet per second (cfs) or more of stormwater during a 100-year runoff event.[62]

Project Site Hydrology and Drainage

As outlined in the Hydrology Report, existing drainage conditions within the project area consist of 45 percent impervious surfaces and 55 percent pervious surfaces and generally slope from the southeast portion of the site to the northwest. Stormwater from impervious areas flows from south to north and is conveyed to a Ventura County Watershed Protection District (VCWPD) reinforced concrete box (RCB) via inlets at the intersection of Thousand Oaks Boulevard and Dallas Drive, as well as the northern end of the existing on-site parking lot. Two storm drains are also located in the project area: one from the south that conveys flows from the Ventura Freeway (Highway 101), and one from Conejo School Road, which is located east of the project site. The two storm drains flow through the project site and connect to the VCWPD RCB. The VCWPD RCB flows east to west through the project site and continues west, where

[61] Ventura County Public Works Agency, Watershed Department, Watershed Planning and Permits Division, Su, Yusheng, Case Reviewer, correspondence dated September 17, 2025.
[62] County of Ventura, One-Stop Permitting Website, https://onestoppermits.venturacounty.gov/departments/watercourse-encroachment, accessed January 4, 2026.

the flows discharge to the Arroyo Conejo Creek. According to the Hydrology Report, the Arroyo Conejo Creek is not an impaired body of water.

Flooding Hazards

Floodplain Mapping

The project site is located in Zone X, which indicates an area of minimal flood hazard, not within a 100-year flood zone; refer to Appendix C, Hydrology Calculations, of the Hydrology Report.

Dam Inundation

Dam inundation refers to flooding resulting from dam failure, which occurs when structural collapse of a dam releases the water stored in the reservoir behind the dam. A dam failure is usually the result of the age of the structure, inadequate spillway capacity used in construction, or structural damage caused by an earthquake or flood. As shown in Thousand Oaks General Plan 2045 (General Plan) Figure 10.5, Dam Inundation, dam inundation zones include the areas adjacent to Lake Sherwood, Wood Ranch Dam (Bard Lake), Lang Creek Detention Basin, Potrero Dam (Westlake Lake), Banning Dam (Lake Eleanor), and Westlake Dam (Las Virgenes Reservoir).

As depicted in General Plan Figure 10.5, the project site is not located within a dam inundation zone.

Tsunamis

Tsunamis are large waves caused by the sudden displacement of water that results from an underwater earthquake, landslide, or volcanic eruption. Tsunamis generally affect low-lying areas along the coastline.

According to the General Plan EIR, the City is not located within a tsunami hazard area. Furthermore, the Pacific Ocean is located approximately 9.62 miles to the southwest of the project site.

Seiches

Seiches are oscillating standing waves generated by two waves traveling in opposite directions in an enclosed body of water, which can be caused by wind or earthquake-related ground shaking.

As depicted in General Plan Figure 10.5, the project site is not located near any large bodies of water capable of inducing seiches.

Stormwater Quality

Point Source Pollutants

Historically, point source pollutants have consisted of industrial operations with discrete discharges to receiving waters. Over the past several decades, many industrial operations have been identified as potential point sources of pollutant discharges. For this reason, many types of industrial operations require coverage under the State of California's General Industrial Permit. This permit regulates the operation of industrial facilities and monitors and reports mechanisms to ensure compliance with water quality objectives. State regulations require industrial operations to comply with California's General Industrial Permit, which significantly lessens impacts on the quality of receiving waters. However, industrial operations that are not covered under the General Industrial Permit's jurisdiction may still have the potential to affect the water quality of receiving waters. These industrial operations would be considered nonpoint source pollutants. There are currently no point source pollutants generated on the project site, and the proposed project would not introduce point source pollutants to the site.

Nonpoint Source Pollutants

A net effect of urbanization can be to increase pollutant discharges above naturally occurring conditions. The impact of the higher export affects the adjacent streams and the downstream receiving waters. However, an important consideration in evaluating stormwater quality is to assess whether the beneficial use to receiving water is impaired. Nonpoint source pollutants are characterized by the following major categories to assist in determining the pertinent data and its use. Receiving waters can assimilate a limited quantity of various constituent elements; however, there are thresholds beyond which the measured amount becomes a pollutant and results in an undesirable impact. Standard water quality categories of typical urbanization impacts are:

- **Sediment.** Sediment is made up of tiny soil particles that are washed or blown into surface waters and is the major pollutant by volume in surface water. Suspended soil particles can cause the water to look cloudy or turbid. These fine sediment particles also act as a vehicle to transport other pollutants, including nutrients, trace metals, and hydrocarbons. Construction sites are the largest source of sediment for urban areas under development. Another major source of sediment is streambank erosion, which may be accelerated by increases in peak rates and volumes of run-off due to urbanization.
- **Nutrients.** Nutrients are a major concern for surface water quality, especially phosphorus and nitrogen, which can cause algal blooms and excessive vegetative growth. Of the two nutrients, phosphorus is usually the limiting nutrient that controls the growth of algae in lakes. The orthophosphorus form of phosphorus is readily available for plant growth. The ammonium form of nitrogen can also have severe effects on surface water quality. The ammonium is converted to nitrate and nitrite forms of nitrogen in a process called nitrification. This process consumes significant amounts of oxygen, which can impair the dissolved oxygen levels in water. The nitrate form of nitrogen is very soluble and is found naturally at low levels in water. When nitrogen fertilizer is applied to lawns or other areas more than needed by the plant, nitrates can leach below the root zone, eventually reaching groundwater. Orthophosphate from automobile emissions also contributes phosphorus in areas with heavy automobile traffic. Generally, nutrient export is greatest from development sites with the most impervious areas. Other problems resulting from excess nutrients are: 1) surface algal scums; 2) water discolorations; 3) odors; 4) toxic releases; and 5) overgrowth of plants.
- **Trace Metals.** Trace metals are primarily a concern because of their toxic effects on aquatic life and their potential to contaminate drinking water supplies. The most common trace metals found in urban run-off are lead, zinc, and copper. More specifically, fallout from automobile emissions is a major source of lead in urban areas. Additionally, brake pad/brake-lining wearing down is a major source of zinc and copper in urban areas. A large fraction of the trace metals in urban run-off is attached to sediment; this effectively reduces the level, which is immediately available for biological uptake and subsequent bioaccumulation. Metals associated with sediment settle out rapidly and accumulate in the soils. Urban run-off events typically occur over a shorter duration, reducing the amount of exposure, which could be toxic to the aquatic environment. The toxicity of trace metals in run-off varies with the hardness of the receiving water. As the total hardness of the water increases, the threshold concentration levels for adverse effects increase.
- **Oxygen-Demanding Substances.** Aquatic life is dependent on the dissolved oxygen in the water. When organic matter is consumed by microorganisms, dissolved oxygen is consumed in the process. A rainfall event can deposit significant quantities of oxygen-demanding substances in lakes and streams. The biochemical oxygen demand (BOD) of typical urban run-off is on the same order of magnitude as the effluent from an effective secondary wastewater treatment plant. Major sources of BOD in urban areas include food and landscape debris. A problem from low dissolved oxygen results when the rate of oxygen-demanding material exceeds the rate of replenishment. Oxygen demand is estimated by direct measures of dissolved oxygen and indirect measures such as BOD, chemical oxygen demand (COD), and oils and greases.
- **Bacteria.** Bacteria levels in undiluted urban run-off exceed public health standards for water contact recreation almost without exception. Studies have found that total coliform counts exceeded the U.S. Environmental

Protection Agency (U.S. EPA) water quality criteria at almost every site and almost every time it rained. The coliform bacteria that are detected may not be a health risk by themselves, but are often associated with human pathogens.

- **Oil and Grease.** Oil and grease contain a wide variety of hydrocarbons, some of which could be toxic to aquatic life in low concentrations. These materials initially float on water and create the familiar rainbow-colored film. Hydrocarbons have a strong affinity for sediment and quickly become absorbed by it. The major source of hydrocarbons in urban run-off is through leakage of crankcase oil and other lubricating agents from automobiles. Hydrocarbon levels are highest in the run-off from parking lots, roads, and service stations. Residential land uses generate less hydrocarbon export, although illegal disposal of waste oil into stormwater can be a local problem.
- **Other Toxic Chemicals.** Priority pollutants are generally related to hazardous wastes or toxic chemicals and can sometimes be detected in stormwater. Priority pollutant scans have been conducted in previous studies of urban run-off, which evaluated the presence of over 120 toxic chemicals and compounds. The scans rarely revealed toxins that exceeded the current safety criteria. The urban run-off scans were primarily conducted in suburban areas not expected to have many sources of toxic pollutants (possibly except for illegally disposed or applied household hazardous wastes). Measures of priority pollutants in stormwater include: 1) phthalate (plasticizer compound); 2) phenols and creosols (wood preservatives); 3) pesticides and herbicides; 4) oils and greases; and 5) metals.

Physical Characteristics of Surface Water Quality

Standard parameters, which can assess stormwater quality, provide a method of measuring impairment. A background of these typical characteristics assists in understanding water quality requirements. The quantity of material in the environment and its characteristics determine the degree of availability as a pollutant in surface run-off. In an urban environment, the quantity of certain pollutants in the environment is a function of the intensity of the land use. For instance, high automobile traffic volumes cause various potential pollutants (such as lead and hydrocarbons) to be more prevalent. The availability of material, such as a fertilizer, is a function of the quantity and the way in which it is applied. Applying fertilizer in quantities that exceed plant needs leaves the excess nutrients available for loss to surface or groundwater.

The physical properties and chemical constituents of water traditionally have served as the primary means for monitoring and evaluating water quality. Evaluating the condition of water through a water quality standard refers to its physical, chemical, or biological characteristics. There are many types and classifications of water quality parameters for stormwater. Typically, the concentration of an urban pollutant, rather than the annual load of that pollutant, is required to assess a water quality problem. Some of the physical, chemical, or biological characteristics that evaluate the quality of the surface run-off are listed below.

- **Dissolved Oxygen (DO).** DO in the water has a pronounced effect on the aquatic organisms and the chemical reactions that occur. It is one of the most important biological water quality characteristics in the aquatic environment. The DO concentration of a water body is determined by the solubility of oxygen, which is inversely related to water temperature, pressure, and biological activity. DO is a transient property that can fluctuate rapidly in time and space and represents the status of the water system at a point and time of sampling. The decomposition of organic debris in water is a slow process, as are the resulting changes in oxygen status. The oxygen demand is an indication of the pollutant load and includes measurements of biochemical oxygen demand or chemical oxygen demand.
- **Biochemical Oxygen Demand (BOD).** The BOD is an index of the oxygen-demanding properties of the biodegradable material in the water. Samples are taken from the field and incubated in the laboratory at 20 degrees Celsius, after which the residual dissolved oxygen is measured. The BOD value commonly referenced

is the standard 5-day values. These values are useful in assessing stream pollution loads and for comparison purposes.

- **Chemical Oxygen Demand (COD).** The COD is a measure of the pollutant loading in terms of complete chemical oxidation using strong oxidizing agents. It can be determined quickly because it does not rely on bacteriological actions, as with BOD. COD does not necessarily provide a good index of oxygen-demanding properties in natural waters.
- **Total Dissolved Solids (TDS).** TDS concentration is determined by evaporation of a filtered sample to obtain a residue whose weight is divided by the sample volume. The TDS of natural waters varies widely. There are several reasons why TDS is an important indicator of water quality. Dissolved solids affect the ionic bonding strength related to other pollutants, such as metals in the water. TDS are also a major determinant of aquatic habitat. TDS affects the saturation concentration of dissolved oxygen and influences the ability of a water body to assimilate wastes. Eutrophication rates depend on TDS.
- **pH.** The pH of water is the negative log, base 10, of the hydrogen ion activity. A pH of 7 is neutral, a pH greater than 7 indicates alkaline water, and a pH less than 7 represents acidic water. In natural water, carbon dioxide reactions are some of the most important in establishing pH. The pH at any one time is an indication of the balance of chemical equilibrium in water and affects the availability of certain chemicals or nutrients in water for uptake by plants. The pH of water directly affects fish and other aquatic life; generally, toxic limits are pH values less than 4.8 and greater than 9.2.
- **Alkalinity.** Alkalinity is the opposite of acidity, representing the capacity of water to neutralize acid. Alkalinity is also linked to pH and is caused by the presence of carbonate, bicarbonate, and hydroxide, which are formed when carbon dioxide is dissolved. A high alkalinity is associated with a high pH and excessive solids. Most streams have alkalinities of less than 200 milligrams per liter (mg/l). Ranges of alkalinity of 100-200 mg/l seem to support well-diversified aquatic life.
- **Specific Conductance.** The specific conductivity of water, its ability to conduct an electric current, is related to the total dissolved ionic solids. Long-term monitoring of project waters can develop a relationship between specific conductivity and TDS. Its measurement is quick and inexpensive and can be used to approximate TDS. Specific conductivities more than 2000 microohms per centimeter indicate a TDS level too high for most freshwater fish.
- **Turbidity.** The clarity of water is an important indicator of water quality that relates to the ability of photosynthetic light to penetrate. Turbidity is an indicator of the property of water that causes light to become scattered or absorbed. Turbidity is caused by suspended clays and other organic particles. It can be used as an indicator of certain water quality constituents, such as predicting sediment concentrations.
- **Nitrogen.** Sources of nitrogen in stormwater are from the additions of organic matter to water bodies or chemical additions. Ammonia and nitrate are important nutrients for the growth of algae and other plants. Excessive nitrogen can lead to eutrophication since nitrification consumes dissolved oxygen in the water. Nitrogen occurs in many forms. Organic nitrogen breaks down into ammonia, which eventually becomes oxidized to nitrate-nitrogen, a form available for plants. High concentrations of nitrate-nitrogen in water can stimulate growth of algae and other aquatic plants, but if phosphorus is present, only about 0.30 mg/l of nitrate-nitrogen is needed for algal blooms. Some fish life can be affected when nitrate-nitrogen exceeds 4.2 mg/l. There are several ways to measure the various forms of aquatic nitrogen. Typical measurements of nitrogen include Kjeldahl nitrogen (organic nitrogen plus ammonia), ammonia, nitrite plus nitrate, nitrite, and nitrogen in plants. The principal water quality criterion for nitrogen focuses on nitrate and ammonia.
- **Phosphorus.** Phosphorus is an important component of organic matter. In many water bodies, phosphorus is the limiting nutrient that prevents additional biological activity from occurring. The origin of this constituent in urban stormwater discharge is generally from fertilizers and other industrial products. Orthophosphate is soluble and considered the only biologically available form of phosphorus. Since phosphorus strongly

associates with solid particles and is a significant part of organic material, sediments influence concentration in water and are an important component of the phosphorus cycle in streams. Important methods of measurement include detecting orthophosphate and total phosphorus.

Existing Regional Water Quality Conditions

The Calleguas Creek Watershed is under the jurisdiction of the Los Angeles Regional Water Quality Control Board (RWQCB). The Los Angeles RWQCB adopted the Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan), dated September 11, 2014, that designates beneficial uses of the Los Angeles RWQCB's surface and ground waters, designates water quality objectives for the reasonable protection of those uses, and establishes an implementation plan to achieve the objectives. A beneficial use is one of the various ways that a water body can be used for the benefit of people and/or wildlife. Although more than one beneficial use may be identified for a given waterbody, the most sensitive use must be protected. The Basin Plan and Los Angeles RWCQB's Calleguas Creek Summary identify the following beneficial uses for all or parts of the Calleguas Creek Watershed:

- IND – Industrial Service Supply;
- PROC – Industrial Process Supply;
- AGR – Agricultural Supply;
- MUN – Municipal and Domestic Supply;
- GWR – Ground Water Recharge;
- NAV – Navigation;
- WARM – Warm Freshwater Habitat;
- COLD – Cold Freshwater Habitat;
- EST – Estuarine Habitat;
- MAR – Marine Habitat;
- WILD – Wildlife Habitat;
- RARE – Rare, Threatened, or Endangered Species;
- MIGR – Migration of Aquatic Organisms;
- SPWN – Spawning, Reproduction, and/or Early Development;
- WET – Wetland Habitat;
- FRSH – Freshwater Replenishment;
- COMM – Commercial and Sport Fishing;
- BIOL – Preservation of Biological Habitats of Special Significance;
- HELL – Shellfish Harvesting; and
- REC-1 and REC-2 - Contact and Noncontact Water Recreation.

The State and RWQCBs assess water quality data for California's waters every two years to determine if they contain pollutants at levels that exceed protective water quality criteria and standards. This biennial assessment is required under the Clean Water Act (CWA) Section 303(d). Once a water body has been listed as "impaired", a Total Maximum Daily Load (TMDL) for the constituent of concern (pollutant) must be developed for that water body. According to the Los Angeles RWQCB, the Calleguas Creek Watershed is listed pursuant to CWA 303(d) for the following pollutants:[63]

- Ammonia;
- Boron;
- ChemA;
- Chlordane;
- Chloride;
- Chlorpyrifos;
- Copper;
- DDT;
- Diazinon;
- Dieldrin;
- Endosulfan;
- Fecal Coliform;
- Indicator Bacteria;
- Lindane/gamma-Hexachlorocyclohexane;
- Mercury;
- Nickel;

[63] California Environmental Protection Agency, Calleguas Creek Watershed Impaired Waters, https://www.waterboards.ca.gov/rwqcb4/water_issues/programs/regional_program/Water_Quality_and_Watersheds/calleguas_creek_watershed/impaired_waters.shtml, accessed January 4, 2026.

- Nitrate and Nitrite;
- NO_3;
- Nitrogen;
- Organophosphorus Pesticides;
- Polychlorinated biphenyls (PCBS);
- Sediment Toxicity;
- Sedimentation/Siltation;
- Selenium;
- Sulfates;
- Total Dissolved Solids;
- Toxaphene;
- Toxicity; and
- Trash.

Surface Water

Major water bodies within the Calleguas Creek Watershed include the following: Arroyo Conejo Creek, Conejo Creek, Arroyo Santa Rosa, Arroyo Simi, Arroyo Las Posas, Calleguas Creek, Revolon Slough, and Mugu Lagoon. Historically, creeks and tributaries in the Calleguas Creek Watershed only flow seasonally, with little flow during the summer months. Much of the water flow now is perennial, and is predominantly fed continuously by treated wastewater flows, with secondary surface flows originating from rising groundwater, agricultural and urban runoff, and periodic stormwater flows.[64]

Groundwater

The project site is located in the Conejo Valley Groundwater Basin, which is a relatively small alluvial basin underlying the Conejo Valley in southern Ventura County, bound by surface drainage divides. Ground surface elevation ranges from 300 to 2,300 feet above sea level, and surface waters are drained westward by Conejo Creek. Average annual precipitation ranges from 13 to 17 inches.[65] The annual average precipitation is 14.82 inches.

The principal water-bearing formations are Quaternary alluvium and the Modelo, Topanga, and Conejo Formations. Quaternary alluvium in the City averages up to 60 feet thick. The valley floor is covered by a thick layer of Quaternary alluvium, which can be up to 400 feet thick. The Miocene Modelo Formation consists of marine sandstones and shales and can be up to 6,500 feet thick. The Miocene-age Topanga and Conejo Formations are coeval intercalated deposits; the former consists of sandstone, conglomerate, and shale, and the latter contains volcanic tuff, debris flow, basaltic flow, and breccia deposits that reach up to 13,000 feet thick. Because these formations have high porosity, they produce much of the groundwater in the basin. Groundwater in the Conejo Valley Groundwater Basin is unconfined and generally flows westward.[66]

The Quaternary alluvium and Modelo, Topanga, and Conejo Formations do not cause significant water quality impairments to the groundwater available in the basin. Groundwater derived from the Modelo and Topanga Formations may contain calcium-magnesium bicarbonate and magnesium-calcium sulfate. Groundwater from other parts of the basin may range from magnesium-calcium bicarbonate to calcium-magnesium bicarbonate in character because of volcanic deposits. Based on water quality data taken from public supply wells, contaminants such as inorganics, radiological substances, pesticides, and volatile organic compounds (VOCs) or semi-volatile organic compounds (SVOCs) are not a concern for the Conejo Valley Groundwater Basin; however, one well had nitrate concentration levels above the maximum contaminant level.[67]

As detailed in the Geotechnical Investigation, groundwater was encountered between 14 and 17 feet below ground surface. Additionally, the site is mapped with a historical groundwater depth of 10 feet. The Geotechnical Investigation

[64] Ventura County Watershed Protection District, Calleguas Creek, https://www.vcpublicworks.org/wp/calleguas-creek/, accessed January 4, 2026.
[65] Department of Water Resources, Conejo Valley Groundwater Basin, https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/4_010_Conejo-alley.pdf, February 27, 2004.
[66] Ibid.
[67] Ibid.

determined that groundwater seepage may develop in the future, and dewatering activities may be required within those excavation areas.

It should be noted that water table elevations fluctuate with time since they are dependent upon seasonal precipitation, irrigation, land use, and climatic conditions, as well as other factors. Therefore, water level observations at the time of the field investigation may vary from those encountered both during the construction phase and the operational life of the proposed project.

5.9.2 Regulatory Setting

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

Federal

Clean Water Act of 1973 (CWA)

The CWA is the primary federal statute governing the restoration and maintenance of chemical, physical, and biological integrity of the waters of the United States. The CWA is the framework that monitors water quality and controls pollutants to ensure safe and clean water. As part of the CWA, numerous programs, standards, and plans monitor and protect the waters of the United States.

Impaired Water Bodies

CWA Section 303(d) and California's Porter-Cologne Water Quality Control Act require that the State establish the beneficial uses of its State waters and adopt water quality standards to protect those beneficial uses. Section 303(d) establishes a TMDL, which is the maximum quantity of contaminants that a water body can maintain without experiencing adverse effects, to guide the application of State water quality standards. Section 303(d) also requires the State to identify "impaired" streams (water bodies affected by the presence of pollutants or contaminants) and to establish the TMDL for each stream.

National Pollutant Discharge Elimination System Permit Program (NPDES)

The NPDES permit program was established as part of the 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.

Executive Order 11988

Under Executive Order 11988 – Floodplain Management, the Federal Emergency Management Agency (FEMA) is responsible for the 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. Executive Order 11988 addresses floodplain issues related to public safety, conservation, and economics, which 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

Porter-Cologne Water Quality Control Act (Porter-Cologne Act)

The Porter-Cologne Act governs water quality regulations in California. The Porter-Cologne Act applies to surface water, wetlands, and groundwater point and non-point source pollution. Additionally, the Porter-Cologne Act is codified in California Water Code Section 13000 et seq., which states that the waters of the State shall be regulated to obtain the highest water quality that is reasonably attainable. The California State Legislature also declares that the health, safety, and welfare of the people require a statewide program for control of water quality, and the State must be fully prepared to exercise power and jurisdiction to protect water quality.

The Porter-Cologne Act establishes the State Water Resources Control Board (SWRCB) and nine RWQCBs, which implement provisions and have primary responsibility to protect water quality in California. The SWRCB is tasked with overall oversight, such as fund allocation, coordinating and reviewing the RWQCBs' efforts, and allocating rights to surface waters. RWQCBs regulate discharges through NPDES permits for point source discharges and waste discharge requirements (WDRs) for non-point source discharges. The Porter-Cologne Act provides 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, the Porter-Cologne Act requires the adoption of water quality control plans (WQMPs) by the SWRCB and regional water quality control plans (Basin Plans) by RWQCBs. The Basin Plans include beneficial uses of waters of the State and establish water quality objectives.

As discussed above, as outlined in the California Water Code, the State of California is divided into nine RWQCBs, governing the implementation and enforcement of the California Water Code and CWA. The project site is located within Region 4, also known as the Los Angeles RWQCB. Each RWQCB is required to formulate and adopt a Basin Plan for its region. The Los Angeles RWQCB'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. The Basin Plan must adhere to the policies set forth in the California Water Code and those established by the SWRCB. The Los Angeles RWQCB is also given authority to include within its regional plan water discharge prohibitions applicable to particular conditions, areas, or types of waste.

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. 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, storage 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 U.S. EPA 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 decision directly violated the CWA and required corrective action from the U.S. EPA. Accordingly, the U.S. EPA implemented the California Toxics Rule. Specifically, the U.S. EPA promulgated this rule based on Section 303(c)(2)(B) of the CWA, 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 Los Angeles RWQCB as having beneficial uses protective of aquatic life or human health.

State Water Resources Control Board

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 is divided into two parts: construction and post-construction. Construction permitting is administered by the SWRCB, while post-construction permitting is administered by the RWQCB. In California, NPDES permits are also referred to as waste discharge requirements WDRs that regulate discharges to waters of the United States.

Water Quality Control Plan: Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties

As mentioned above, 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 a 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 waters of the State. All discretionary projects requiring permits from an RWQCB, such as waste and pollutant discharge permits, must implement Basin Plan requirements and take into consideration the beneficial uses to be protected.

NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order 2022-0057-DWQ, NPDES No. CAS000002)

Construction activities associated with a project that would disturb more than one acre or more of soil would be required to obtain coverage under the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order 2022-0057-DWQ, NPDES No. CAS000002) (Construction General Permit). The Construction General Permit regulates discharges of pollutants in stormwater associated with construction activity to waters of the United States from construction sites that disturb one acre or more of soil, or that are part of a common plan of development or sale that disturbs more than one acre of soil. The Construction General 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 low, medium, or high, based 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 (i.e., "housekeeping")
- On-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 and 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 prior to the commencement of construction activities and 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 corresponding project applicant would use to protect stormwater runoff. As mentioned above, 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 Los Angeles RWQCB, 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 the Construction General Permit. Dischargers are responsible for notifying the Los Angeles RWQCB 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 Construction General Permit.

NPDES Municipal Separate Storm Sewer System

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 would 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.

A new Regional Phase I MS4 NPDES permit (Order No. R4-2021-0105) was issued by the Los Angeles RWQCB on September 11, 2021, which covers Ventura and Los Angeles Counties and all the incorporated cities therein. The Regional Phase I MS4 NPDES permit contains discharge prohibitions, receiving water limitations, effluent limitations and discharge specifications, monitoring and reporting program requirements, stormwater management program minimum control measures, watershed management programs, and other provisions to reduce the discharge of pollutants and mandate participating municipalities to implement a Watershed Management Program or Sewer System Management Plan (SSMP) control measures. The Watershed Management Programs incorporate customized strategies, control measures, and BMPs that include construction controls (such as a grading ordinance), legal and regulatory approaches (such as stormwater ordinances), inspection activities, wet weather monitoring, and special studies. The Regional Phase I MS4 NPDES permit allows the permittees flexibility in determining whether to implement a Watershed Management Program, an Integrated or Coordinated Integrated Monitoring Program, or to address baseline requirements through SSMP control measures. Watershed Management Programs/Monitoring Programs are due in September 2023 for approval by the Los Angeles RWQCB. As of June 2023, several permittees have submitted Watershed Management Programs/Monitoring Programs, some in groups and some individually. VCWPD serves as the lead coordinator for the incorporated cities of Ventura County, and collectively, they are a Watershed Management Program participant and are participating in a Coordinated Integrated Monitoring Program. The countywide Watershed Management Program is not yet available; however, public outreach regarding program development occurred in July 2023, with a Notice of Exemption being filed on CEQAnet as of June 12, 2025 (SCH Number 2025060540).

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 of 2014 (SGMA)

The SGMA, passed in September 2014, is a comprehensive three-bill package that provides a framework for the sustainable management of groundwater supplies by local authorities. SGMA 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 SGMA provides 20 years for groundwater sustainability agencies to implement plans, achieve long-term groundwater sustainability, and protect existing surface water and groundwater rights. SGMA 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 sub-basins. Furthermore, under the SGMA, groundwater sustainability agencies responsible for high- and medium-priority basins must adopt groundwater sustainability plans (GSPs) within five to seven years, depending on whether the basin is in critical overdraft.

Regional

There are no regional regulations applicable to the proposed project related to hydrology and water quality.

Local

Thousand Oaks General Plan 2045

The General Plan Community Facilities and Services Element includes several goals regarding hydrology and water quality in the City, including:

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 7.3 Developer 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.

Thousand Oaks Municipal Code (Municipal Code)

Municipal Code Title 7, Chapter 1, Curbs, gutters, sidewalks, pave-outs, rights-of-way, and drainage facilities, requires that every owner, or lessee or agent thereof, constructing or substantially modifying or causing the construction of, or substantial modifications to, a building, dwelling, or other structure or off-street parking must provide or make provisions for the constructions of sidewalks, curbs, gutters, adequate drainage facilities, and paving, unless adequate sidewalks, curbs, gutters, drainage facilities, and paving exist along all street frontages adjoining the lot on which the building, dwelling, or other structure or off-street parking facility is to be constructed or modified.

Municipal Code Title 7, Chapter 3, Grading*, establishes requirements and procedures for regulating and enforcing grading activities, 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 the requirements outlined in Municipal Code Title 7, Chapter 3. All construction for which a permit is required is subject to inspections by the applicable City representative

(i.e., City Engineer, Public Works Director, Community Development Director) or their authorized representative. Appropriate erosion control and drainage devices are identified, and requirements for the use and materials of different types of devices are outlined in Municipal Code Title 7, Chapter 3. Requirements for various types of fill, excavation, and operations on unstable soil are also provided, as well as penalties for violations.

Municipal Code Title 7, Chapter 8, Stormwater discharges and stormwater quality management, establishes local regulations, as mandated by the CWA and the California Water Code, to prohibit certain acts and non-stormwater discharges into the storm drain system and watercourses, and to require certain conduct and the implementation of BMPs, by property owners or those in possession of any land within the City, to reduce the discharge of pollutants in stormwater to the maximum extent practicable.

5.9.3 Impact Thresholds and Significance Criteria

During the preparation of this EIR, Appendix G of the CEQA Guidelines was used as the thresholds of significance for evaluating impacts associated with the proposed project. Accordingly, a project may create a significant adverse environmental impact if the project would:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality (refer to Impact Statement HWQ-1);

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin (refer to Impact Statement HWQ-2);

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

   i. Result in substantial erosion or siltation on- or off-site (refer to Impact Statement HWQ-3);

   ii. Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site (refer to Impact Statement HWQ-3);

   iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff (refer to Impact Statement HWQ-3); and/or

   iv. Impede or redirect flood flows (refer to Impact Statement HWQ-3).

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation (refer to Impact Statement HWQ-4); and/or

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan (refer to Impact Statement HWQ-5).

Based on the aforementioned standards and/or criteria, the effects of the proposed project have been categorized as one of the two following levels of significance: 1) “less than significant impact”; or 2) “significant and unavoidable impact.” If a potentially significant impact cannot be reduced to a less than significant level through the incorporation of mitigation measures, the impact is classified as a significant and unavoidable impact for the purposes of CEQA.

5.9.4 Impacts and Mitigation Measures

The proposed project involves two components: (1) development of two mixed-use buildings, a hotel, a park, a restaurant, associated infrastructure, hardscape, landscaping, and site improvements (herein referenced as the “development component”), and (2) development of a bandshell and associated amphitheatre, the adaptive reuse of the existing CAP, and the temporary relocation of City staff and in-person public services associated with the existing City Hall to off-site location(s) within existing permitted office space within City boundaries (herein referenced as the “adaptive reuse, outdoor amphitheatre, and temporary relocation components”).

Water Quality

Impact HWQ-1	**The proposed project would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.**

Impact Analysis

Project-Level Analysis

Construction

Project-related construction activities could result in short-term impacts to water quality associated with the handling, storage, and disposal of construction materials; maintenance and operation of construction equipment; and earthmoving activities. These activities, if not controlled, could result in on- and off-site soil erosion due to stormwater run-off or operation of mechanical equipment. Poorly maintained construction vehicles and heavy equipment leaking fuel, oil, antifreeze, or other vehicle-related fluids on the site are also common sources of stormwater pollution and soil contamination.

Given that the proposed project would disturb more than one acre of land, the project would be subject to the NPDES permit requirements and be required to prepare and submit an NOI and a SWPPP to the SWRCB demonstrating compliance with the Construction General Permit. The Construction General Permit requires the following:

- Non-stormwater discharges from construction sites are required to be eliminated or reduced to the maximum extent practicable; A SWPPP shall be prepared to govern project construction activities; and
- Routine inspections shall be performed of all stormwater pollution prevention measures and control practices being used at the site, including inspections before and after storm events.

Should the project encounter groundwater during on-site grading, dewatering activities would also require permitting and would be covered under the required NPDES permit. The SWPPP would identify point and nonpoint sources of pollutant discharge within the project site that could adversely affect water quality in the City. The SWPPP is required to include the following, among other components:

- A list of BMPs that would be used to control sediment and other pollutants in storm water and non-storm water runoff;
- A visual monitoring program;
- A chemical monitoring program for “nonvisible” pollutants to be implemented if there is a failure of BMPs; and
- A monitoring plan if the site discharges directly to a water body listed on the State’s 303(d) list of impaired waters.

Examples of construction BMPs include soil and wind erosion controls, sediment controls, tracking controls, non-stormwater management controls, and waste management controls. Compliance with the NPDES Construction General Permit requirements would minimize short-term construction water quality impacts. Moreover, the proposed project would be required to comply with Municipal Code Title 7, Chapter 3, which establishes requirements and procedures for regulating and enforcing grading activities. Overall, construction-related impacts would be less than significant in this regard.

Operation

The project area encompasses approximately 17.68 acres and is currently developed with a variety of commercial and institutional uses. According to the Hydrology Report, the proposed project would result in 67 percent of impervious surfaces on-site and 33 percent of pervious surfaces on-site. Thus, the proposed project would increase impervious surfaces and decrease pervious surfaces on-site from the existing drainage conditions within the project area, which

currently consist of 45 percent impervious surfaces (a 22 percent increase) and 55 percent pervious surfaces (a 22 percent decrease).

To help prevent long-term impacts associated with the proposed project, and in accordance with the requirements of the City and the regional MS4 permit, the Hydrology Report identifies BMPs and LIDs to reduce pollutants in post-development runoff. In accordance with the VCWPD's Hydrology Design Manual and Standard Urban Stormwater Mitigation Plan, the project site was divided into three tributary areas (i.e., TA-1, TA-2, and TA-3) to be utilized for defining drainage areas and sizing LID and other treatment control BMPs; refer to Exhibit 5.9-1, Proposed Hydrology. Runoff from the three tributary areas would be directed to three proposed systems and one existing system to treat stormwater prior to flowing into the VCWPD's RCB. Additionally, as outlined in the Hydrology Report, the proposed project would be required to implement site design, source control, and LID BMPs to reduce potential adverse impacts related to water quality and stormwater runoff volumes that could result from project implementation. Specifically, the proposed project would include structural BMPs (infiltration trench with storage, detention systems, and hydrodynamic separator units) and non-structural BMPs (construction-phase erosion control BMPs, education and training, and monitoring and maintenance) as outlined below:

- **Structural BMPs**
  - **Infiltration Trench with Storage:** Flows from TA-1 are conveyed through the site to a 105.5-foot by 30-foot detention system. This system is comprised of 435 linear feet of 6.5-foot diameter pipe to yield 14,430 cubic feet of storage. This system is located north of the VCWPD RCB on the western portion of the project site. To manage the location of infiltration, the southern end of this detention system is perforated to allow for infiltration where the maximum infiltration rate is achieved. It should be noted that, in addition to the infiltration trench, several other detention systems that receive flows from TA-1 and TA-2 and provide the attenuated control of discharge into the VCWPD system.
  - **Detention Systems:** Flows from TA-1 and TA-2 are directed to another detention system that lies just south of the VCWPD RCB, also located on the western portion of the project site. This 174-foot by 22-foot system is comprised of 531 linear feet of 6.5-foot diameter detention pipe and has 17,620 cubic feet of storage. A third detention system lies just south of the second detention system. The third system has a 60-foot by 18-foot footprint and consists of 130 linear feet of 6-foot diameter pipe and has 3,675 cubic feet of storage. An existing 54-inch storm drain on the eastern portion of the site flows from off-site to the VCWPD RCB. Under the proposed condition, a diversion structure with a hydrodynamic separator unit (CDS) would be installed at the end of this 54-inch storm drain to create a detention system and control discharge to the VCWPD RCB. The installation of the diversion structure would create 1,200 cubic feet of storage over 435 linear feet of this pipe.
  - **Hydrodynamic Separator Units (CDS):** The project site also contains three hydrodynamic separator units to treat stormwater flowing to the above structural BMPs. The first CDS unit would be installed to pretreat stormwater before it reaches the infiltration trench. The second CDS unit would treat the on-site runoff being conveyed to the third detention system. The third CDS unit would be utilized to treat flows coming from the existing 54-inch storm drain, which discharges to the VCWPD RCB.
- **Non-Structural BMPs**
  - **Education and Training:** Annual training of employees on hydrocarbon management and proper methods of handling and disposal of waste would be provided. The education and training are intended for employees to understand the on-site BMPs and their maintenance requirements.
  - **Monitoring and Maintenance:** All BMPs must be operated, monitored, and maintained for the life of the project and at a minimum, all structural BMPs must be inspected, cleaned-out, and where necessary, repaired, at the following minimum frequencies: 1) before October 15th each year; 2) during each month between October 15th and April 15th of each year and, 3) at least once during the dry season (between April 16 and October 14 of every year). Debris and other water pollutants must also be removed from

structural BMPs during cleanout and be contained and disposed of in a proper manner. Lastly, the drainage system and the associated structures and BMPs must be maintained according to the manufacturer's specifications and to ensure maximum pollutant removal efficiencies.

With the implementation of the proposed LID BMPs detailed in the Hydrology Report, stormwater runoff generated during long-term project operations would be adequately treated on-site prior to entering the VCWPD's RCB. As such, the proposed project would not result in a violation of water quality standards or waste discharge requirements or otherwise substantially degrade water quality. Impacts would be less than significant in this regard.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. Construction activities associated with the adaptive reuse and outdoor amphitheatre components could result in short-term impacts to water quality associated with the aforementioned materials, equipment, and activities. However, the adaptive reuse and outdoor amphitheatre components would disturb more than one acre of land and would be subject to the NPDES permit requirements and be required to submit an NOI and a SWPPP, similar to the other development components. Should the adaptive reuse and outdoor amphitheatre components encounter groundwater during on-site grading, dewatering activities would be required under the NPDES permit. Moreover, the SWPPP would identify point and nonpoint sources of pollutant discharge within the project site that could adversely affect water quality in the City. The SWPPP would also include the components listed above, including a list of BMPS, a visual monitoring program, a chemical monitoring program, and a monitoring plan if the site discharges directly to a water body listed on the State's 303(d) list of impaired waters. Compliance with the NPDES Construction General Permit requirements would minimize short-term construction water quality impacts. Additionally, the adaptive reuse and outdoor amphitheatre components would be required to comply with Municipal Code Title 7, Chapter 3, which establishes requirements and procedures for regulating and enforcing grading activities. Overall, construction-related impacts would be less than significant in this regard.

The adaptive reuse and outdoor amphitheatre components are accounted for in the project area, which encompasses approximately 17.68 acres and is currently developed with a variety of commercial and institutional uses. For purposes of this analysis, the Hydrology Report combines the adaptive reuse and outdoor amphitheatre components' existing and proposed drainage conditions with those of the development component, since drainage conditions would be considered for the project area as a whole. As analyzed above and in the Hydrology Report, the proposed project, including the adaptive reuse and outdoor amphitheatre components, would result in 67 percent of impervious surfaces on-site and 33 percent of pervious surfaces on-site. Overall, the proposed project, including the adaptive reuse and outdoor amphitheatre components, would increase impervious surfaces and decrease pervious surfaces on-site from the existing drainage conditions within the project area, which currently consist of 45 percent impervious surfaces (a 22 percent increase) and 55 percent pervious surfaces (a 22 percent decrease). To help prevent long-term impacts associated with the adaptive reuse and outdoor amphitheatre components, and in accordance with the requirements of the City and the regional MS4 permit, the Hydrology Report identifies BMPs and LIDs to reduce pollutants in post-development runoff. Runoff would also be directed from the three tributary areas to three proposed systems and one existing system to treat stormwater prior to flowing into the VCWPD's RCB. Additionally, as outlined in the Hydrology Report, the proposed project, including the adaptive reuse and outdoor amphitheatre components, would be required to implement site design, source control, and LID BMPs to reduce potential adverse impacts related to water quality and stormwater runoff volumes that could result from project implementation, including structural BMPs and non-structural BMPs.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries. However, this component would not result in new development

or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts to hydrology and water quality.

Overall, with the implementation of the proposed LID BMPs detailed in the Hydrology Report, stormwater runoff generated during long-term operations of the adaptive reuse and outdoor amphitheatre components would be adequately treated on-site prior to entering the VCWPD's RCB. As such, the proposed project, including the adaptive reuse, outdoor amphitheatre, and temporary relocation components, would not result in a violation of water quality standards or waste discharge requirements or otherwise substantially degrade water quality. Impacts would be less than significant in this regard.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Groundwater Supplies

Impact HWQ-2	**The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.**

Impact Analysis

Project-Level Analysis

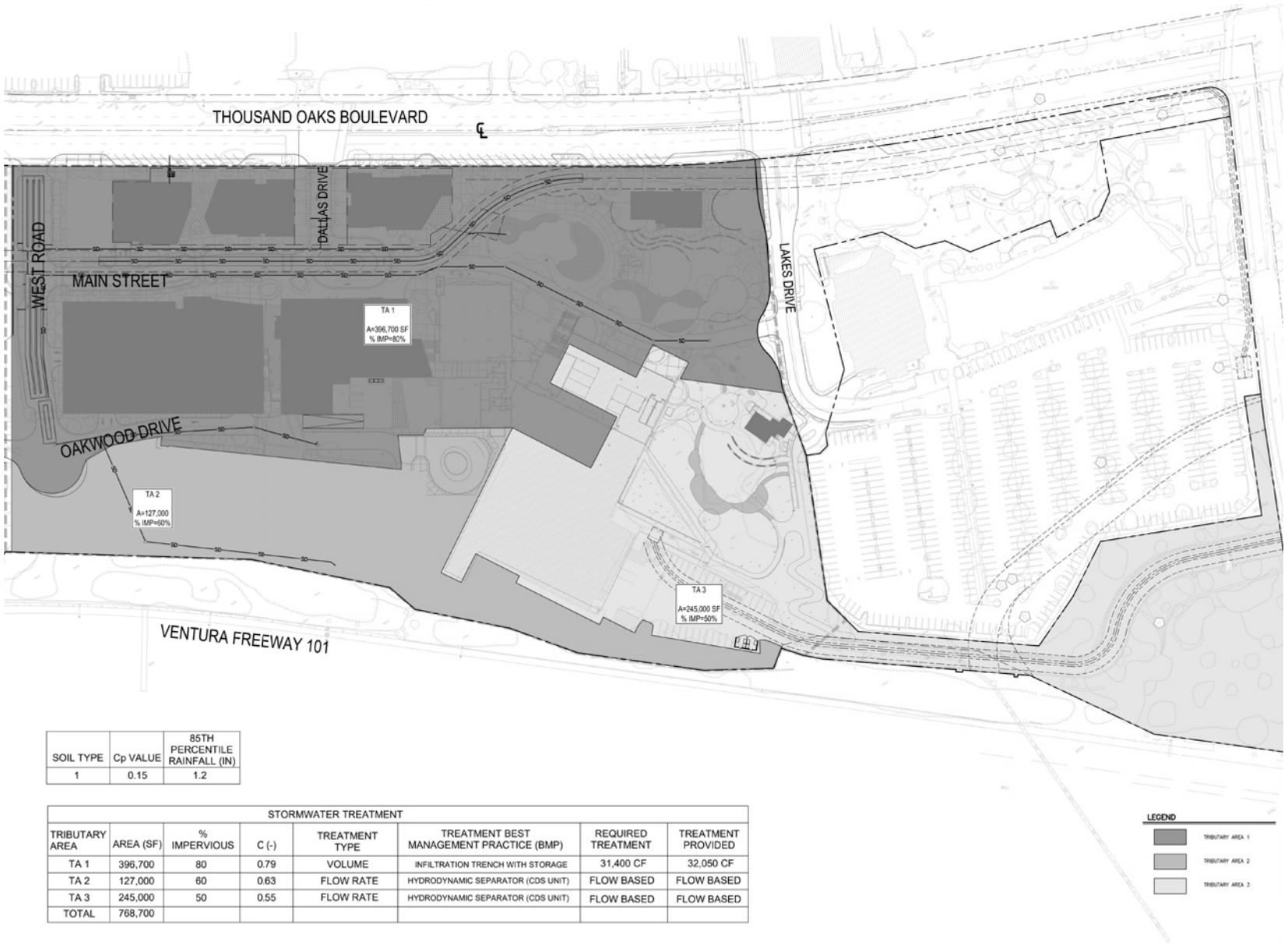
The project site is already built out with a variety of commercial and institutional uses, encompassing 45 percent of impervious surfaces on-site. Therefore, the project site consists significantly of impervious surfaces and is not currently utilized for groundwater recharge. There are also no designated groundwater recharge basins or infrastructure in the project vicinity.[68] The Calleguas Municipal Water District (CMWD) relies entirely on imported water to meet its current water needs; refer to Section 5.16, Utilities and Service Systems. As such, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge, such that the project may impede sustainable groundwater management. Impacts would be less than significant.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. Similar to the development component, the adaptive reuse and outdoor amphitheatre components consist significantly of impervious surfaces and are not currently utilized for groundwater recharge. There are no designated groundwater recharge basins or infrastructure in the vicinity of the adaptive reuse and outdoor amphitheatre components.[69] Moreover, the CMWD relies entirely on imported water to meet its current water needs.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that have different impervious surfaces and groundwater conditions. However, this component would not result in new development or significant additional employees

[68] California Department of Water Resources. SGMA Basin Prioritization Dashboard, https://gis.water.ca.gov/app/bp-dashboard/final/, accessed January 5, 2026.
[69] Ibid.



SOIL TYPE	Cp VALUE	85TH PERCENTILE RAINFALL (IN)
1	0.15	1.2

STORMWATER TREATMENT							
TRIBUTARY AREA	AREA (SF)	% IMPERVIOUS	C (-)	TREATMENT TYPE	TREATMENT BEST MANAGEMENT PRACTICE (BMP)	REQUIRED TREATMENT	TREATMENT PROVIDED
TA 1	396,700	80	0.79	VOLUME	INFILTRATION TRENCH WITH STORAGE	31,400 CF	32,050 CF
TA 2	127,000	60	0.63	FLOW RATE	HYDRODYNAMIC SEPARATOR (CDS UNIT)	FLOW BASED	FLOW BASED
TA 3	245,000	50	0.55	FLOW RATE	HYDRODYNAMIC SEPARATOR (CDS UNIT)	FLOW BASED	FLOW BASED
TOTAL	768,700						

Source: RRM + Smith Group

CSG CONSULTANTS

NOT TO SCALE

01/2026

DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

Proposed Hydrology

Exhibit 5.9-1

INTENTIONALLY LEFT BLANK

exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. As such, the adaptive reuse, outdoor amphitheatre, and temporary relocation components would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge, such that the project may impede sustainable groundwater management. Impacts would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Drainage Patterns

Impact HWQ-3	**The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would 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, or 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.**

Impact Analysis

Project-Level Analysis

According to the Hydrology Report, the proposed project would increase impervious surfaces on-site to 67 percent and decrease pervious surfaces on-site to 33 percent, while generally preserving the existing drainage patterns in a southeast-northwest direction. On-site stormwater runoff would be collected in curb inlets and areas drains located around the project site, and flow would be conveyed to proposed BMPs at the western portion of the project site, ultimately flowing into the VCWPD's RCB. Due to the relocation of the VCWPD's RCB, the existing 30-inch storm drain that flows on-site from the south would be rerouted to a proposed detention system, which would then flow to the VCWPD's RCB. It should be noted that the VCWPD's RCB is oriented in an east-west direction across the project site, which ultimately conveys flow off-site.

As mentioned above, the project site was divided into three tributary areas (i.e., TA-1, TA-2, and TA-3). TA-1 consists of approximately 52 percent of the total project site area and contains over 90 percent of all proposed development. TA-1 spans the width of the project site from east to west and covers areas between the existing buildings and Thousand Oaks Boulevard. Because TA-1 consists of more than 50 percent of the total project site area, this tributary area would be responsible for treating the entire project site area, which includes TA-2 and TA-3. TA-2 consists of the southern portion of the project site, behind the existing buildings and loading dock for the Kavli, which is to be unchanged by the proposed project. Overall, TA-2 consists of 17 percent of the total project site area. TA-3 consists of the remaining 32 percent of the total project site area and includes the areas east of the existing buildings and the branch of the site that extends to Conejo School Road.

According to the Hydrology Report, the proposed project's LID flow rates and volumes are based on the attenuation of the discharge to the VCWPD's RCB (site discharge point) from the post-construction 100-year storm event to the peak flow of the post-construction 10-year storm event. The flows associated with these storm events are calculated using the programs and methods outlined in the VCWPD's Hydrology Design Manual. The total area for the LID was calculated using the project site's acreage (i.e., approximately 17.68 acres). Due to the high percentage of development occurring in TA-1, and minimal development in TA-2 and TA-3, the project site was evaluated per tributary area for the required stormwater quality design volumes (SQDV). The required SQDV for each tributary area is depicted below in Table 5.9-1,

Required Stormwater Quality Design Volumes. The required stormwater treatment and stormwater detention quantities are provided in Table 5.9-2, Stormwater Treatment, and Table 5.9-3, Stormwater Detention, respectively.

Table 5.9-1
Required Stormwater Quality Design Volumes

Tributary Area	Area (square feet)[1]	Area (acre)[1]	Imperviousness (percentage)	Stormwater Quality Design Volumes
TA-1	396,700	9.11	80	31,339
TA-2	127,000	2.92	60	8,001
TA-3	245,000	5.64	50	13,508
TOTAL	**768,700**	**17.56**	-	-

Source: KPFF Consulting Engineers, Preliminary Hydrology and Low Impact Development Report, Downtown Thousand Oaks Project, 2100 Thousand Oaks Blvd, Thousand Oaks, CA 91362, January 2026.
Notes: [1] Values may be slightly off due to rounding.

Table 5.9-2
Stormwater Treatment

Tributary Area	Area (square feet)[1]	Imperviousness (percentage)	Runoff Coefficient	Treatment Type	Treatment BMPs	Required Treatment	Treatment Provided
TA-1	396,700	80	0.79	Volume	Infiltration Trench with Storage	31,400 cubic feet	32,050 cubic feet
TA-2	127,000	60	0.63	Flow Rate	Hydrodynamic Separator (CDS Unit)	Flow Based	Flow Based
TA-3	245,000	50	0.55	Flow Rate	Hydrodynamic Separator (CDS Unit)	Flow Based	Flow Based
TOTAL	**768,700**	**-**	**-**	**-**	**-**	**-**	**-**

Source: KPFF Consulting Engineers, Preliminary Hydrology and Low Impact Development Report, Downtown Thousand Oaks Project, 2100 Thousand Oaks Blvd, Thousand Oaks, CA 91362, January 2026.
Notes: [1] Values may be slightly off due to rounding.

Table 5.9-3
Stormwater Detention

Tributary Area	Area (square feet)[1]	Amount of the Project Site (percentage)[1]	Required Detention Volumes (cubic feet)	Provided Detention Volumes (cubic feet)
TA-1	396,700	52	11,050	32,050
TA-2	127,000	17	3,550	3,675
TA-3	245,000	32	6,850	6,920
TOTAL	**768,700**	**100**	**21,450**	**42,645**

Source: KPFF Consulting Engineers, Preliminary Hydrology and Low Impact Development Report, Downtown Thousand Oaks Project, 2100 Thousand Oaks Blvd, Thousand Oaks, CA 91362, January 2026.
Notes: [1] Values may be slightly off due to rounding.

As outlined in Table 5.9-3, the project site requires a detention volume of 21,450 cubic feet. The proposed project's detention systems would accommodate 42,645 cubic feet of available storage; thus, providing a 21,195 cubic feet surplus of storage. The project site would utilize three proposed detention systems and one existing system to meet the detention requirements and reduce discharge flow to the VCWPD's RCB. The existing 54-inch reinforced concrete pipe's connection to the VCWPD's RCB would be modified to create a detention system. More specifically, the proposed project would relocate the existing 12-foot by 8-foot RCB with a 30-foot-wide easement on-site. As depicted in Exhibit 5.9-1, approximately 715 linear feet of the RCB would be relocated. The proposed relocation would modify the RCB's alignment, decreasing the length and increasing the slope, and would eliminate the RCB's reverse curve. As designed,

the relocated RCB would continue to accommodate on-site flow; refer to the hydrological calculations regarding the proposed project and Impact Statement HWQ-1 above. Nonetheless, the proposed project would be required to obtain an encroachment permit from VCWPD to relocate the existing RCB. Lastly, the proposed project would be required to comply with the NPDES Construction General Permit and implement site design, source control, and LID BMPs to reduce potential adverse impacts related to water quality and stormwater runoff volumes that could result from project implementation.

As such, the proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would 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, or 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. Impacts would be less than significant.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. As mentioned in Impact Statement HWQ-2, for purposes of this analysis, the Hydrology Report combines the adaptive reuse and outdoor amphitheatre components' existing and proposed drainage conditions with those of the development component, since drainage conditions would be considered for the project area as a whole. As analyzed above and in the Hydrology Report, the proposed project, including the adaptive reuse and outdoor amphitheatre components, would result in 67 percent of impervious surfaces on-site and 33 percent of pervious surfaces on-site. Overall, the proposed project, including the adaptive reuse and outdoor amphitheatre components, would increase impervious surfaces and decrease pervious surfaces on-site from the existing drainage conditions within the project area, which currently consist of 45 percent impervious surfaces (a 22 percent increase) and 55 percent pervious surfaces (a 22 percent decrease). The three tributary areas, corresponding LID flow rates and volumes, required stormwater quality design volumes, stormwater treatment, and stormwater detention requirements of the proposed project as a whole would also include the adaptive reuse and outdoor amphitheatre components. Overall, the adaptive reuse and outdoor amphitheatre components would be required to comply with the NPDES Construction General Permit and implement site design, source control, and LID BMPs to reduce potential adverse impacts related to water quality and stormwater runoff volumes that could result from implementation of the adaptive reuse and outdoor amphitheatre components.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that have different drainage patterns. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Thus, the adaptive reuse, outdoor amphitheatre, and temporary relocation components would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would 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, or 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. Impacts would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Project Inundation

Impact HWQ-4	**The proposed project would not be located in a flood hazard, tsunami, or seiche zone, resulting in the risk of release of pollutants due to project inundation.**

Impact Analysis

Project-Level Analysis

Floodplain Mapping

The project site is located in Zone X, which indicates an area of minimal flood hazard, not within a 100-year flood zone. As such, no impact would occur in this regard.

Dam Inundation

As shown in General Plan Figure 10.5, dam inundation zones include the areas adjacent to Lake Sherwood, Wood Ranch Dam (Bard Lake), Lang Creek Detention Basin, Potrero Dam (Westlake Lake), Banning Dam (Lake Eleanor), and Westlake Dam (Las Virgenes Reservoir). As depicted in General Plan Figure 10.5, the project site is not located within a dam inundation zone. As such, no impact would occur in this regard.

Tsunamis

According to the General Plan EIR, the City is not located within a tsunami hazard area. Furthermore, the Pacific Ocean is located approximately 9.62 miles to the southwest of the project site. As such, no impact would occur in this regard.

Seiches

As depicted in General Plan Figure 10.5, the project site is not located near any large bodies of water capable of inducing seiches. As such, no impact would occur in this regard.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. The adaptive reuse and outdoor amphitheatre components are located within the project site, and thus, would be at a similar distance to a flood hazard, tsunami, or seiche zone. Thus, the adaptive reuse and outdoor amphitheatre components would be located within Zone X, not located within a dam inundation zone, not located within a tsunami hazard area, and not located near any large bodies of water capable of inducing seiches. As such, the adaptive reuse and outdoor amphitheatre components would not be located in a flood hazard, tsunami, or seiche zone, resulting in the risk of release of pollutants due to project inundation. Less than significant impacts would occur in this regard.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that have different flood hazard, tsunami, or seiche zone considerations. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts related to flood, tsunami, or seiche zones.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Water Quality Control or Sustainable Groundwater Management Plan

Impact HWQ-5	**The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.**

Impact Analysis

Project-Level Analysis

The SGMA requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement GSPs or prepare an alternative to a GSP. The project site is located within the Conejo Valley Groundwater Basin, which is ranked as a very low priority basin.[70] Therefore, there is no groundwater sustainability plan established for the Conejo Valley Groundwater Basin pursuant to the SGMA. As such, the proposed project would not conflict with or obstruct implementation of a local plan upon compliance with existing water quality and groundwater regulations.

Water quality control plans applicable to the proposed project include the Los Angeles RWQCB Basin Plan. Adopted by the Los Angeles RWQCB, the Basin Plan designates beneficial uses for surface and groundwaters, sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy, and describes implementation programs to protect all waters in the Los Angeles Region. In addition, the Basin Plan incorporates (by reference) all applicable State and RWQCB plans and policies and other pertinent water quality policies and regulations. Construction and operation of the project could involve activities that have the potential to conflict with the water quality goals in the Basin Plan through the minor spread of contaminants into surface or groundwater supplies. However, as discussed in Impact Statement HWQ-1, water quality impacts during construction would be minimized as a result of the implementation of a SWPPP, in accordance with the NPDES Construction General Permit. Similarly, water quality impacts during operations would be minimized as a result of the implementation of the VCWPD's Hydrology Design Manual and Standard Urban Stormwater Mitigation Plan, and structural BMPs and non-structural BMPs outlined in the Hydrology Report. As a result, the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. The adaptive reuse and outdoor amphitheatre components are also located within the Conejo Valley Groundwater Basin, which is ranked as a very low priority basin.[71] Therefore, there is no groundwater sustainability plan established for the Conejo Valley Groundwater Basin pursuant to the SGMA. As such, the adaptive reuse and outdoor amphitheatre components would not conflict with or obstruct implementation of a local plan upon compliance with existing water quality and groundwater regulations. Additionally, the Los Angeles RWQCB Basin Plan would also be applicable to the adaptive reuse and outdoor amphitheatre components, including the various narratives and objectives that are established therein. As analyzed above, the construction and operation of the adaptive reuse and outdoor amphitheatre components could involve activities that have the potential to conflict with the water quality goals in the Basin Plan through the minor spread of contaminants into surface or groundwater supplies. However, as discussed in Impact Statement HWQ-1, water quality impacts during construction would be

[70] California Department of Water Resources. SGMA Basin Prioritization Dashboard, https://gis.water.ca.gov/app/bp-dashboard/final/, accessed January 5, 2026.
[71] Ibid.

minimized as a result of the implementation of a SWPPP, in accordance with the NPDES Construction General Permit. Similarly, water quality impacts during operations would be minimized as a result of the implementation of the VCWPD's Hydrology Design Manual and Standard Urban Stormwater Mitigation Plan, and structural BMPs and non-structural BMPs outlined in the Hydrology Report. As a result, the proposed project, including the adaptive reuse and outdoor amphitheatre components, would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts related to a water quality control or sustainable groundwater management plan.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.9.5 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." The cumulative analysis below considers the proposed project's impacts in conjunction with the future buildout of the General Plan and cumulative projects listed in Table 4-1, Cumulative Projects List.

Water Quality

- The proposed project, combined with other cumulative projects, would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

Impact Analysis

Cumulative projects could contribute to water quality degradation in the City. However, similar to the proposed project, cumulative projects would be required to mitigate specific hydrologic impacts on a project-by-project basis pursuant to all applicable federal, State, and local stormwater regulations and requirements, including NPDES and MS4 permits requirements (i.e., preparing and implementing project-specific SWPPPs and associated BMPs and/or LID features). Additionally, the Municipal Code incorporates federal and State regulations and guidelines pertaining to stormwater runoff to reduce or eliminate regional water quality impacts.

As discussed in Impact Statement HWQ-1, the proposed project would implement site design, source control, and LID BMPs detailed in the Hydrology Report, which would ensure the proposed development does not adversely impact existing drainage courses and hydrologic flows in the project area. Construction-related BMPs are also proposed to reduce construction-related runoff volume and pollutants. Overall, the proposed BMPs would effectively minimize the off-site discharge of anticipated and potential pollutant runoff during construction and post-development conditions. As a result, the project would not result in a violation of water quality standards or waste discharge requirements or otherwise substantially degrade water quality. Therefore, implementation of the proposed project would not result in a substantial cumulative contribution to water quality impacts, and impacts in this regard would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Groundwater Supplies

- The proposed project, combined with other cumulative projects, would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

Impact Analysis

Cumulative impacts to groundwater supplies as a result of future development are anticipated to occur as water demand increases with each development. However, all projects would be required to mitigate project-specific impacts on groundwater supplies on a project-by-project basis pursuant to all applicable federal, State, and local regulations and requirements.

As summarized above, the proposed project would not result in impacts to groundwater supplies. The project site consists significantly of impervious surfaces and is not currently utilized for groundwater recharge. There are also no designated groundwater recharge basins or infrastructure in the project vicinity.[72] The CMWD relies entirely on imported water to meet its current water needs. As such, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge, such that the project may impede sustainable groundwater management. Impacts would be less than significant. Implementation of the proposed project would not result in a substantial cumulative impact on groundwater supplies; thus, no cumulative impacts would occur.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: No Impact.

Drainage Patterns

- The proposed project, combined with other cumulative projects, would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would 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, or 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.

Impact Analysis

Cumulative projects could alter drainage patterns in the watershed and result in substantial erosion/siltation and/or flooding. However, as stated above, cumulative projects would be required to consider specific hydrologic impacts on a project-by-project basis pursuant to all applicable federal, State, and local stormwater regulations and requirements, including NPDES, MS4 permits requirements, and FEMA guidelines. These regulations would require project-specific BMP conditions, LID features, and/or on-site retention techniques, which would reduce peak flow rate or runoff volumes. As such, potential erosion/siltation and flooding would be reduced with compliance with existing federal, State, and local laws and regulations.

As stated, the project proposes site design, source control, and LID BMPs in accordance with the Hydrology Report. As discussed in Impact Statement HWQ-2, the three proposed detention systems and one existing system would meet the

[72] California Department of Water Resources. SGMA Basin Prioritization Dashboard, https://gis.water.ca.gov/app/bp-dashboard/final/, accessed January 5, 2026.

detention requirements and reduce discharge flow to the VCWPD's RCB; refer to Table 5.5-1. Thus, project operations would not increase runoff in a manner that would result in substantial erosion, siltation, or flooding on- or off-site. Further, erosion/siltation during construction activities would be minimized with the implementation of construction-related BMPs required under the NPDES program. As such, implementation of the proposed project would not result in a substantial cumulative contribution to erosion, siltation, or flooding on- or off-site, and impacts in this regard would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Project Inundation

- The proposed project, combined with other cumulative projects, would not be located in a flood hazard, tsunami, or seiche zone, resulting in the risk of release of pollutants due to project inundation.

Impact Analysis

Depending on the location of cumulative projects within the City, such projects could result in the release of pollutants due to project inundation in flood hazard, seiche, or tsunami zones. Given the site-specific nature of flood hazard, seiche, and tsunami zones, future cumulative projects would be analyzed on a project-by-project basis and be required to comply with existing federal, State, and local, State regulations related to flood, seiche, and tsunami hazards. For example, cumulative projects within a floodplain overlay zone may be required to comply with Municipal Code and FEMA standards specific to flood or tsunami hazards. As such, potential pollutant release due to project inundation would be reduced with compliance with existing regulations.

As discussed in Impact Statement HWQ-4, the proposed development would not exacerbate existing flood hazard conditions in the project area and would not be impacted by potential seiche or tsunamis. Thus, project implementation would not result in a substantial cumulative contribution to the release of pollutants due to project inundation. Impacts would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Water Quality Control or Sustainable Groundwater Management Plan

- The proposed project, combined with other cumulative projects, would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Impact Analysis

Similar to the proposed project, cumulative projects in the project area are located within the Conejo Valley Groundwater Basin, which is ranked as a very low-priority basin. Therefore, there is no groundwater sustainability plan established for the Conejo Valley Groundwater Basin and cumulative projects would not conflict with or obstruct a sustainable groundwater management plan in this regard. Cumulative projects within the City would be required to comply with the VCWPD's Hydrology Design Manual.

As discussed in Impact Statement HWQ-5, the project would be required to implement site design, source control, and LID BMPs. Therefore, the project would not result in a cumulatively considerable impact with regard to conflicting with

a water quality control plan or sustainable groundwater management plan. Impacts in this regard would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.9.6 Significant Unavoidable Impacts

No significant unavoidable impacts related to hydrology and water quality have been identified.

INTENTIONALLY LEFT BLANK

5.10 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 Thousand Oaks General Plan 2045 (General Plan), the Civic Arts Plaza Specific Plan (SP-11), the Downtown Core Master Plan, the Thousand Oaks Boulevard Specific Plan (SP-20), and the Thousand Oaks Municipal Code (Municipal Code), among other land use-related documents, guidelines, and plans analyzed in other sections of this EIR.

5.10.1 Environmental Setting

On-site Land Uses

The project site is located in the eastern portion of the City of Thousand Oaks (City), within the Downtown Core area, approximately 0.7-mile east of State Route 23 (SR-23) and the Ventura Freeway (Highway 101) interchange.

The project site is designated Institutional per the General Plan Land Use Element and is zoned and regulated by SP-11, which governs development of the property, except for the parcel at 1868 East Thousand Oaks Boulevard (APN 670-0-182-050), which is designated Commercial Neighborhood and zoned SP-20. Within SP-11, the project site encompasses Subareas B, C, and E.

The eastern portion of the project site is developed with the existing Civic Arts Plaza (CAP) complex, which consists of City Hall government offices, Police outpost, County clerk offices, the Kavli Theatre, Scherr Forum, and several outdoor terraces separated by a large water feature and stepped landscape planters. The eastern portion of the project site is also improved with a six-story parking structure that serves the CAP. The western portion of the project site is largely undeveloped, with the exception of three small commercial structures with associated storage and parking, located and accessed along the Thousand Oaks Boulevard frontage.

Surrounding Land Uses

Areas surrounding the project site are developed with various urban uses, including residential, retail/commercial, and service-oriented uses. East Thousand Oaks Boulevard borders the project site to the north, while the southern boundary abuts Highway 101. The properties immediately to the north of the project site, across East Thousand Oaks Boulevard, are developed with single-story commercial buildings and a cultural garden (“Gardens of the World”).

The area immediately west of the project site is 1850 East Thousand Oaks Boulevard and is developed with single-story commercial/service-oriented uses as well as several single-family residences. The property directly east of the project site is known as “The Lakes” and consists of an approximately 10-acre shopping center, with approved plans to construct an approximately 165-unit, seven-story-tall multi-family residential apartment building within the existing surface parking area.

The project area is within one-half mile of several bus stops. Estella Park, El Parque de la Paz, multi-family residential developments (including Avalon Thousand Oaks and the Shadow Apartments), an assisted living facility (Atria), and several restaurants, businesses, and recreational uses are also located within walking distance to the project site.

5.10.2 Regulatory Setting

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

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. 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.

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

Southern California Association of Governments

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 is one of the many jurisdictions that are included within SCAG's boundaries.

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, which is an update to the previous 2020–2045 RTP/SCS. Connect SoCal 2024 describes how the region can attain the greenhouse gas (GHG) emission-reduction targets set by the California Air Resources Board by achieving reductions in per-capita transportation GHG emissions of eight percent by 2020 and 19 percent by 2035, compared to the 2005 level. Compliance with and implementation of the Connect SoCal 2024 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.

Local

Thousand Oaks General Plan 2045 (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 update since its original adoption

in 1970. 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. 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. As appropriate, the General Plan goals and policies are discussed under the applicable sections of this EIR.

City of Thousand Oaks Climate and Environmental Action Plan

The City adopted the City of Thousand Oaks 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 GHG 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 establishes a 2010 greenhouse gas baseline and sets targets of 42 percent reduction by 2030 and 85% reduction by 2045. The CEAP projects that citywide emissions will decline only 36 percent by 2030 and 41 percent by 2045. The CEAP is an aspirational document that identifies future City regulations to be considered, which, if implemented, would reduce greenhouse gases. As the CEAP does not include regulatory requirements, conservatively, CEAP emission reductions are not incorporated into the emission modeling for this project. The CEAP primarily serves as a policy and strategy framework and does not constitute a CEQA-qualified GHG reduction plan. Specifically, the CEAP does not establish enforceable, project-level performance standards, does not include a CEQA-usable GHG emissions threshold or budget applicable to individual projects, and does not provide a monitoring or implementation program tied to specific land-use approvals, as contemplated by CEQA Guidelines Section 15183.5. Accordingly, the CEAP cannot be relied upon to conclude that a project's GHG impacts are less than significant on its own.

Nevertheless, a consistency analysis with the CEAP is provided in Section 5.7 of this EIR to evaluate whether the project would generally align with the City's adopted climate and energy policy objectives. This qualitative consistency analysis is presented for informational purposes only and does not substitute for a CEQA significance determination or establish compliance with any enforceable GHG reduction requirements.

Thousand Oaks Active Transportation Plan

The City anticipates adopting the Draft Active Transportation Plan Update (ATP Update) in March 2026 to provide up-to-date planning guidance for non-motorized travel infrastructure improvements that make multimodal transportation

safer and more enjoyable. Additionally, the ATP Update seeks to educate and promote active transportation to increase bicycling and walking throughout the City as a way to reduce VMT and GHG emissions. The City established its first Active Transportation Plan in December 2019 (2019 ATP). The ATP Update is a continuation of the 2019 ATP's mission of promoting active transportation as a strategy to reduce VMT and GHG emissions, while improving public health and mobility options. Existing conditions related to existing bicycle and pedestrian infrastructure are provided in the ATP Update to guide the location and type of new or upgraded facility recommendations. Moreover, the ATP Update continues to support the goals established in the 2019 ATP. Specifically, the following goals are identified:

- **Goal 1:** Foster an Active Transportation-Friendly Environment;
- **Goal 2:** Expand a Connected Network;
- **Goal 3:** Encourage Local Planning Efforts; and
- **Goal 4:** Provide an Education and Promotion Roadmap.

Thousand Oaks Forestry Master Plan (Forestry Master Plan)

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

Architectural Design Review Guidelines for Commercial Projects (Commercial Design Guidelines)

The Thousand Oaks City Council adopted the City's Commercial Design Guidelines in 2005. These guidelines contain a clear statement of community expectations that assist property and business owners in understanding City and commercial development features that define the overall ambience of Thousand Oaks. City staff, the Development Review Committee, Planning Commission, and the City Council use the guidelines to evaluate changes to existing properties and to consider the effects of new construction. The guidelines address site planning, building design, signs, landscape design, walls and fences, lighting, and accessory architectural features.

Architectural Design Review Guidelines for Residential, Industrial, and Institutional Projects (Residential, Industrial, and Institutional 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 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. These guidelines are herein referenced as the "Residential, Industrial, and Institutional Guidelines."

Freeway Corridor Design Guidelines

In July 1991, the City 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," which is herein referenced as the "Freeway Corridor Design Guidelines." These guidelines apply "to all property which is located wholly or partially within 1,000 feet of the centerlines of the 101 and 23 Freeways."

Downtown Core Master Plan

The Downtown Core Master Plan was endorsed by the Thousand Oaks City Council on June 5, 2018. This plan establishes a vision for creating a downtown in the City. The 68-acre planning area is located along Thousand Oaks Boulevard and is generally bounded by Highway 101, South Conejo School Road, and Erbes Road. The planning area includes a large amount

of publicly-owned land, a significant civic anchor in the Civic Arts Plaza, a vibrant shopping center, great visibility from Highway 101, high traffic volumes along Thousand Oaks Boulevard that support retail, a City-owned parking structure, and vacant and underutilized land for new development. The primary goal of the Downtown Core Master Plan is to present a viable, long-term vision for the Downtown Core that identifies achievable actions to guide and catalyze public and private investment. It should be noted that the Downtown Core Master Plan primarily serves as a policy and strategy framework and does not constitute a codified or regulatory framework document. Nevertheless, a consistency analysis with the Downtown Core Master Plan is provided in this EIR to evaluate whether the project would generally align with this plan. The qualitative consistency analysis in this section is presented for informational purposes only.

Civic Arts Plaza Specific Plan (SP-11)

SP-11 encompasses approximately 27 acres at the southwest corner of Thousand Oaks Boulevard and Conejo School Road. Located within the predominantly commercial corridor of East Thousand Oaks Boulevard, the SP-11 area is currently designated Institutional, Mixed-Use, and Parks and Open Space in the General Plan. The project site is contained entirely within SP-11 except for a portion of the property at 1868 East Thousand Oaks Boulevard, which is within SP-20. The vision for the Downtown Core (i.e., Subareas B, C, and E) is to be a vibrant, inclusive, and connected community that prioritizes walkability and fosters a strong sense of place. The City is committed to enhancing accessibility and creating flexible, welcoming public spaces that reflect the diversity, demographics, and character of the community. Additionally, as the project site is located within Subareas B, C, and E of SP-11, the proposed project would be subject to the development standards listed in SP-11.

Thousand Oaks Boulevard Specific Plan (SP-20)

SP-20 governs the development of 342 acres located along Thousand Oaks Boulevard, between Moorpark Road and Auto Mall Drive. SP-20 is set to create a consistent and identifiable commercial corridor and streetscape within the City. The property at 1868 East Thousand Oaks Boulevard, as well as areas within the public right-of-way of Thousand Oaks Boulevard, adjacent to the Downtown Core area, are currently within and regulated by SP-20.

Thousand Oaks Municipal Code (Municipal Code)

Title 9, Chapter 4 of the Municipal Code is the Thousand Oaks Zoning Regulations (Zoning Regulations). The Zoning Regulations and associated Zoning Map act as implementation tools for the General Plan Land Use Element. Both the Zoning Regulations and Zoning Map work together by designating specific zoning districts within the City and establishing each zoning district's permitted uses and applicable development standards, such as density, building height, parking, setbacks, and landscaping requirements. As discussed above, the project site is zoned and regulated by SP-11, which governs development of the site, except for the property at 1868 East Thousand Oaks Boulevard, which is zoned and regulated by SP-20.

5.10.3 Impact Thresholds and Significance Criteria

CEQA Significance Criteria

Appendix G of the CEQA Guidelines contains the Environmental Checklist form used during preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Physically divide an established community (refer to Impact Statement LU-1); and/or

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect (refer to Impact Statement LU-2).

Based on the aforementioned standards and/or criteria, the effects of the proposed project have been categorized as one of the two following levels of significance: 1) "less than significant impact"; or 2) "significant and unavoidable impact." If a potentially significant impact cannot be reduced to a less than significant level through the incorporation of mitigation measures, the impact is classified as a significant and unavoidable impact for the purposes of CEQA.

5.10.4 Impacts and Mitigation Measures

The proposed project involves two components: (1) development of two mixed-use buildings, a hotel, a park, a restaurant, associated infrastructure, hardscape, landscaping, and site improvements (herein referenced as the "development component"), and (2) development of a bandshell and associated amphitheatre, the adaptive reuse of the existing Civic Arts Plaza, and the temporary relocation of City staff and in-person public services associated with the existing City Hall to off-site location(s) within existing permitted office space within City boundaries (herein referenced as the "adaptive reuse, outdoor amphitheatre, and temporary relocation components").

Division of an Established Community

Impact LU-1	**The proposed project would not physically divide an established community.**

Impact Analysis

Project-Level Analysis

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 project site is currently developed with and surrounded by urban uses within the downtown area of Thousand Oaks. No linear infrastructure features, such as roads or bridges, would be constructed or removed in a manner that would impact mobility in the project area. Instead, the project would implement multi-modal improvements and corridors throughout the project site to provide improved connectivity within the project area. The project aims to revitalize and enhance the project area by providing a mixed-use community with residential and commercial uses, increased flexible public spaces, and renovated CAP complex buildings. The proposed development would contribute towards the intent of SP-11, which is to create a distinctive, high-quality development for the site to serve as a centerpiece for Thousand Oaks and the Conejo Valley and stimulate economic development in the project area. Additionally, existing established residential, commercial, and office developments in the surrounding area would not be adversely impacted by the proposed development. Rather, the proposed project would enhance the project area by providing a high-quality and well-planned development. Overall, impacts would be less than significant in this regard.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. Specifically, the adaptive reuse and outdoor amphitheatre components would not result in the physical division of an established community, including through 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, as described above. The adaptive reuse and outdoor amphitheatre components would also implement multi-modal improvements and corridors throughout the project site to provide improved connectivity within the project area and contribute towards the intent of SP-11. As such, the adaptive reuse and outdoor amphitheatre components would not physically divide an established community, and impacts would be less than significant in this regard.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that are closer to other established communities. However, this component would not result in new development and would be temporary in nature. No construction is proposed off-site. As such, the temporary relocation component would not physically divide an established community, and would not result in impacts related to physically dividing an established community.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Land Use Plan Consistency

Impact LU-2	**The proposed project would not 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.**

Impact Analysis

Project-Level Analysis

Thousand Oaks General Plan 2045 (General Plan) Consistency

Per the General Plan Land Use Element, the entire project site is designated Institutional except for the property at 1868 East Thousand Oaks Boulevard (APN 670-0-182-050), which is designated Commercial Neighborhood; no changes are proposed to the land use designation of this parcel. The project proposes a General Plan Amendment to change the land use designation of a 5.33-acre portion of the project site (i.e., the new proposed Subarea E) from Institutional to Mixed-Use and adjust the language allowing an exception to the height maximum required by the Mixed-Use land use designation. The General Plan Amendment would accommodate future development of mixed-use residential and hotel uses within Subarea E in the Downtown Core of SP-11. Specifically, development within Subarea E is intended to consist of mixed-use residential with active ground-floor commercial uses, subterranean and podium parking structures, and a 142-room hotel and associated food/beverage uses, banquet space, and other guest amenities. The proposed uses within Subarea E would be consistent with the proposed Mixed-Use land use designation. Other proposed uses and improvements within the remainder of the project site would be consistent with the existing Institutional land use designation. Thus, upon approval of the General Plan Amendment, the project would be consistent with the site's General Plan land use designations and maximum height requirements.

A consistency analysis of the proposed project with applicable General Plan policies is also provided in Appendix L, General Plan Consistency Checklists. As analyzed, the project would be consistent with all applicable General Plan policies. Overall, the project would not cause a significant environmental impact due to a conflict with the General Plan.

Civic Arts Plaza Specific Plan (SP-11) Consistency

The entire project site is zoned and regulated by SP-11, except for the property at 1868 East Thousand Oaks Boulevard (APN 670-0-182-050), which is zoned and regulated by SP-20; refer to "Thousand Oaks Boulevard Specific Plan (SP-20) Consistency" for a discussion regarding SP-20 consistency. SP-11 provides a comprehensive framework for land use, infrastructure improvements, and regulation of the existing CAP and The Lakes Shopping Center. The SP-11 area is currently divided into five Subareas: A, B, C, C-1, and D. It should be noted that SP-11 does not currently include subarea-specific development standards for Subareas C-1 and D.

The proposed Specific Plan Amendment would modify the existing SP-11 subarea boundaries, associated acreages, text, exhibits regarding development and design standards, and procedures for minor or major changes to entitlements under SP-11, specifically within the proposed new Downtown Core Subarea (i.e., Subareas B, C, and E) between Conejo School Road and the western project boundary. The Specific Plan Amendment is intended to update SP-11 to be consistent with the proposed project's anticipated development potential, zoning, and land uses; refer to Table 3-2, Summary of Proposed Amendments to Civic Arts Plaza Specific Plan. Specifically, Table 3-2 illustrates the proposed updates of the proposed project regarding amending the SP-11 subarea boundaries of Subareas B and C, to align with proposed improvements, eliminate Subarea C-1, and establish a new Subarea E, amend the permitted uses and development standards associated with Subareas B, C, and E, and establish other design and development processes,

requirements, and procedures to guide the implementation of the proposed project. Following approval of the proposed Specific Plan Amendment, the project would be consistent with the buildout of SP-11.

Additionally, project consistency with proposed SP-11 development standards is evaluated in Table 5.10-1, SP-11 Project Consistency Analysis. Overall, the project would be generally consistent with SP-11.

Table 5.10-1
SP-11 Project Consistency Analysis

Development Standards[1]	Project Consistency Analysis
Subarea B: Carpenter Park	
Building Height: 35 feet; 2 stories.	**Consistent.** Subarea B is intended to include a 6,725-square-foot park restaurant (Building B1) and a bandshell amphitheatre structure (Building B2), with a 1.1-acre amphitheatre terraced seating area intended to facilitate events with up to 350 people, located between Subareas C and A. The amphitheatre is designed to accommodate ticketed performances, public community performances, and other private and public events and gatherings. Building B1 would include a maximum height of 34 feet or 851 feet from project datum, and Building B2 would include a maximum height of 22 feet or 842 feet from project datum. As such, the proposed project would be consistent with this development standard.
Building Setbacks: *Primary Street Setback*: 10 feet; *Side Street Setback*: 10 feet; and *Internal Side/Rear Setback*: 0 feet.	**Consistent.** Buildings B1 and B2 would include primary, side street, and internal side/rear setbacks that would meet or exceed the required building setbacks outlined as part of this development standard. As such, the proposed project would be consistent with this development standard.
Automobile and Bicycle Parking: Automobile and bicycle parking shall be provided in accordance with Section 2.E.V (Chapter V. Circulation and Mobility) of the Specific Plan.	**Consistent.** As discussed in Section 3.9.9, Parking, of this Draft EIR, parking for the proposed project would be provided through a shared parking program designed to maximize the efficient use of available parking supply and promote a "park once" environment; refer to Table 3-5, Parking Space Summary. More specifically, parking would be provided via an existing parking structure, new podium and subterranean parking structures, surface parking, and off-site parking. Moreover, the shared parking program approach would support expanded use of alternative transportation modes, including walking, rideshare, public transit, and bicycling. Overall, the proposed project would provide off-street parking in accordance with Chapter V of the proposed SP-11 and would be consistent with this development standard.
Lighting: Lighting shall be provided in accordance with Section 2.E.VI (Chapter VI. Pedestrian Connectivity and Public Realm, Lighting Design Requirements section) of the Specific Plan.	**Consistent.** As discussed in Section 3.9.11, Lighting, of this Draft EIR, the proposed site lighting establishes a unified character for Downtown Thousand Oaks reflective of the materials and character of the landscape. A consistent family of lighting fixtures, including accent, building-mounted, bollard, catenary, pedestrian, and area lighting, would be utilized to create a welcoming visual hierarchy that provides scale, enhances wayfinding, and improves safety. Conceptually, lighting seeks to reinforce the City's identity and character of the site by

Development Standards[1]	Project Consistency Analysis
	celebrating the existing mature oak trees. Additional exterior building accent lighting would be strategically implemented to better define space and highlight entry points. The lighting design would comply with the latest version, or the current adopted version, of the following codes and standards: 2025 California Building Code; 2025 Title 24 – Part 6 – California Energy Code; 2025 Title 24 – Part 11 – California Green Building Standards Code; City of Thousand Oaks Amendments; Illuminating Engineering Society of North America (IESNA); and City of Thousand Oaks Design Guidelines. Moreover, the lighting system and controls for the exterior would target the following attributes: Fixtures throughout the site and building exterior would be LED type, 3000K CCT, 80+ CRI, with lumen packages selected to provide light level in accordance with the recommendations of the Illuminating Engineering Society of North America (IESNA) handbook and recommended practice guides and local ordinances. MLO LZ3 would be used for outdoor lighting ordinances and determining light pollution reduction targets All exterior lighting would be selected to align with the LEED light pollution reduction credit for MLO LZ3 and International Dark-Sky Association (IDA) recommendations. Area and street lighting fixtures would have full cutoff. Light pollution reduction would further be addressed via controls and a curfew based on programmatic requirements. Occupancy-based site lighting controls would be used where possible. LED pole-mounted fixtures on 12-foot to 15-foot poles would be used for pedestrian walkway lighting. LED pole-mounted fixtures on 20-foot to 25-foot poles would be used for roadways. Overall, the proposed project would be consistent with this development standard.
Subarea C: Civic Arts Plaza	
Building Height: 130 feet; 7 stories.	**Consistent.** Subarea C encompasses the Civic Arts Plaza structures and uses, including Building C1, which consists of the 1,800-seat Kavli Theatre and 394-seat Scherr Forum Theatre, the approximately 20,000-square-foot Kavli Terrace, the adaptively reused and reconstructed City of Thousand Oaks City Hall administrative offices, and ground-floor commercial and community-serving uses, as well as the existing six-level parking structure (Building C2). Building C1 would include a maximum height of 69 feet, seven-inches for new construction, 129 feet for existing structures, and 946 feet from project datum. As such,

Development Standards[1]	Project Consistency Analysis
	the proposed project would be consistent with this development standard.
Building Setbacks: *Primary Street Setback*: 10 feet; *Side Street Setback*: 10 feet; and *Internal Side/Rear Setback*: 0 feet.	**Consistent.** Building C1 would include primary, side street, and internal side/rear setbacks that would meet or exceed the required building setbacks outlined as part of this development standard. No improvements to Building C2 would be proposed; thus, these building setbacks would not be changed. As such, the proposed project would be consistent with this development standard.
Automobile and Bicycle Parking: Automobile and bicycle parking shall be provided in accordance with Section 2.E.V (Chapter V. Circulation and Mobility) of the Specific Plan.	**Consistent.** Refer to the Subarea B "Automobile and Bicycle Parking" project consistency analysis above.
Lighting: Lighting shall be provided in accordance with Section 2.E.VI (Chapter VI. Pedestrian Connectivity and Public Realm, Lighting Design Requirements section) of the Specific Plan.	**Consistent.** Refer to the Subarea B "Lighting" project consistency analysis above.
Subarea E: Westside	
Building Height: For structures located within 135 feet of Thousand Oaks Boulevard: 64 feet and 4 stories. For structures located greater than 135 feet from Thousand Oaks Boulevard: 95 feet and 7 stories.	**Consistent.** Subarea E is located west of the Civic Arts Plaza and Carpenter Park, and north of the existing parking structure. Proposed structures located within this subarea include E1, E2, and E3. More specifically, Building E1 is a proposed seven-story, 92-foot-tall, 142-room hotel with a gross area of 122,873 square feet. Building E2 is a proposed seven-story, 95-foot-tall, 161-unit mixed-use building, totaling approximately 257,034 square feet. Building E3 is a proposed four-story, 61-to 64-foot-tall, 79-unit mixed-use building totaling approximately 108,386 total gross square feet. Building E3 would be located within 135 feet of Thousand Oaks Boulevard, while Buildings E1 and E2 would be located at a distance greater than 135 feet from Thousand Oaks Boulevard. As such, Buildings E1, E2, and E3 would comply with the established building heights based on their respective distances from East Thousand Oaks Boulevard, and the proposed project would be consistent with this development standard.
Building Setbacks: *Primary Street Setback*: average 15 feet; *Side Street Setback*: 10 feet; and *Internal Side/Rear Setback*: 0 feet.	**Consistent.** Buildings E1, E2, and E3 would include primary, side street, and internal side/rear setbacks that would meet or exceed the required building setbacks outlined as part of this development standard. As such, the proposed project would be consistent with this development standard.
Upper Story Setback: Buildings Four Stories and Less: Minimum of 5-foot setback for 25 percent of the length of the structure at the top floor of any primary street-facing façade. The top floor of any structure must not exceed 90 percent of the building footprint of the structure at the lowest at-grade level.	**Consistent.** As mentioned above, Buildings E1 and E2 would be seven-stories in height, while Building E3 would be four-stories in height. Building E3 would provide a minimum of a 5-foot setback for 25 percent of the length of this building at the top floor along the East Thousand Oaks Boulevard frontage. The top floor of Building E3 would not exceed 90 percent of the building's footprint at the lowest at-grade level. Buildings E1 and E2 would provide a minimum of 10-foot setbacks for 50 percent of the length of these buildings at the top floor along the East Thousand Oaks Boulevard frontage. The fifth through seventh floors of Buildings E1 and E2 would not exceed 80 percent of each

Development Standards[1]	Project Consistency Analysis
Buildings Five Stories and greater: Minimum of 10-foot setback for 50 percent of the length of the structure at the top floor of any primary street-facing façade. The 5th and each additional story must not exceed 80 percent of the building footprint at the lowest at-grade level.	building's respective footprint at the lowest at-grade level. As such, the proposed project would be consistent with this development standard.
Maximum Non-Residential Floor Area Ratio (FAR): 1.0.	**Consistent.** As indicated in Table 3-3, Proposed Development Summary, the buildings within Subarea E would consist of 47,901 square feet of non-residential floor area within a 5.33-acre (or 232,175-square-foot) portion of the project site. As such, the non-residential floor area ratio (FAR) for Subarea E would be approximately 0.21 FAR, and the proposed project would be consistent with this development standard.
Residential Density: 30 dwelling units/acre.	**Consistent.** Buildings E2 and E3 would result in a combined total of 240 residential units, including 39 deed-restricted units for low-income households (26 units within Building E2 and 13 units within Building E3), within Subarea E (consisting of 5.33 acres). Based on the proposed 39-deed restricted units, the proposed project would be eligible for an increase in units/density permitted pursuant to the Density Bonus Law (Government Code Section 65915). Following the implementation of the Density Bonus Law, the proposed project would be consistent with this development standard.
Automobile and Bicycle Parking: Automobile and bicycle parking shall be provided in accordance with Section 2.E.V (Chapter V. Circulation and Mobility) of the Specific Plan.	**Consistent.** Refer to the Subarea B "Automobile and Bicycle Parking" project consistency analysis above.
Lighting: Lighting shall be provided in accordance with Section 2.E.VI (Chapter VI. Pedestrian Connectivity and Public Realm, Lighting Design Requirements section) of the Specific Plan.	**Consistent.** Refer to the Subarea B "Lighting" project consistency analysis above.
Residential Open Space: Residential uses must meet both minimum private open space requirements and minimum common open space requirements: *Private Open Space*: Building E2: • At least 75 percent of the total number of dwelling units shall provide a balcony; • At least 25 percent of the total number of dwelling units shall provide a full-size balcony with a minimum total size of 40 square feet and minimum dimensions of 4 feet; • Juliet balconies must be a minimum of 4 feet in width and accompanied by an operable double French door. Juliet balconies at least 2.5 feet in depth may have a single operable glazed door with a full-height glazed sidelight. Building E3:	**Consistent.** Building E2 includes a total unit count of 161, which would result in 121 required balconies, when accounting for 75 percent of the total unit count. As proposed, 145 units of the total 161 units (i.e., approximately 90 percent of the units) would include a balcony. A total of 42 units (26 percent of total units) would include full balconies (i.e., a minimum total size of 48 square feet and at least 4 feet in dimension), which exceeds the 25 percent requirement. Building E3's private open space (i.e., balconies, including Juliet balconies) would consist of 4,067 square feet, with approximately 58 of the total 79 (i.e., approximately 73 percent of the units would include a balcony). A total of 16 units would include full balconies (i.e., a minimum total size of 70 square feet and at least 4 feet in dimension), which account for approximately 29 percent of the total balcony number. As such, the proposed project would be consistent with this development standard.

Development Standards[1]	Project Consistency Analysis
• At least 70 percent of total units shall provide a balcony; • At least 20 percent of the total number of dwelling units shall provide a full-size balcony with a minimum size of 70 square feet and minimum dimensions of 4 feet; • Juliet balconies must be a minimum of 4 feet in width and accompanied by an operable double French door. Juliet balconies at least 2.5 feet in depth may have a single operable glazed door with a full-height glazed sidelight. *Common Open Space*: Building E2: • Cumulative common open space of 85 square feet per unit; and • A usable common courtyard shall be provided located atop the podium deck. The common courtyard shall be a minimum of 15 percent of the total building footprint at the lowest at-grade level. Building E3: • Cumulative common open space of 40 square feet per unit.	Building E2's common open space (i.e., the courtyard and roof deck) would consist of 14,226 square feet, which would result in 88 square feet of open space per unit (i.e., 14,226 square feet divided by 161 units). A total of 38 units would face the common open space. Moreover, the 14,226-square-foot courtyard would be approximately 33 percent (i.e., 14,226 square feet of courtyard space divided by 43,319 square feet) of the 43,319-square-foot total building footprint at the lowest at-grade level (i.e., ground floor). Building E3's common open space (i.e., roof deck) would consist of 3,212 square feet, which would result in 41 square feet of open space per unit (i.e., 3,212 square feet divided by 79 units). As such, the proposed project would be consistent with this development standard.
Additional Development Standards	
The following standards are applicable to all structures within the Downtown Core: 1. Downspouts and gutters shall be integrated into the building face or designed to enhance the architectural design of the building on which they are proposed. Downspouts are not required to be painted the same color as the building elevation on which they are proposed. 2. Outdoor dining areas may encroach into sidewalk and pedestrian paseos, provided that a minimum clear width of six feet is maintained between outdoor dining furniture or installations and other fixed improvements. Outdoor dining areas must be authorized via a license agreement to be provided by the City. 3. All ground surface-mounted mechanical equipment, including transformers, terminal boxes, meter cabinets, and other infrastructure shall be screened by landscaping, treated with public art per Resolution 2024-035, or painted to match the materials and colors of the surrounding buildings, as approved by Community Development Department as part of the associated permit allowing the installation of such equipment.	**Consistent.** As analyzed throughout Section 5.0, Environmental Analysis, of this EIR, the proposed project would be consistent with the additional development standards outlined herein. As such, the proposed project would be consistent with these development standards.

Development Standards[1]	Project Consistency Analysis
4. Rooftop mounted mechanical equipment, excluding solar photovoltaic panels, must be screened by the roof structure or by equipment screening from all pedestrian and vehicular views from adjacent and surrounding public streets, including highways. Screening materials shall match or complement the building materials and colors. A visual simulation may be requested by the Community Development Department at the time of building permit submittal to verify compliance.	
Mixed-Use Residential Building Design Standards	
The following design standards are applicable to mixed-use residential structures within Subarea E of the Specific Plan: 1. <u>Maximum Building Length and Massing Breaks:</u> a. Buildings Fronting Thousand Oaks Boulevard: Exterior pedestrian access shall be provided connecting Thousand Oaks Boulevard and Main Street at least every 200 feet. b. Buildings that have a primary street frontage longer than 125 feet must have: • A minimum of two major massing breaks with a minimum depth of two feet and four feet wide that extend 60 percent of the total height of the building and; • A minimum of two breaks in the roof line via alternating forms and/or heights, or inclusion of architectural elements such as clerestory windows, roof projections, canopies, chimneys, towers, architectural brackets, or awnings, a minimum of every 50 feet; and • Blank walls (facades without doors, windows, landscaping treatments) must be less than 25 feet in length along sidewalks, pedestrian walks, or publicly accessible outdoor space areas. 2. <u>Minimum Corridor Length:</u> a. For residential portions of mixed-use structures, the furthest walking distance	**<u>Consistent</u>.** As analyzed throughout Section 5.0, Environmental Analysis, of this EIR, the proposed project would be consistent with the additional development standards outlined herein. As such, the proposed project would be consistent with these development standards.

Development Standards[1]	Project Consistency Analysis
within a corridor from any residential doorway to natural daylight is 100 feet. 3. Ground-Floor Façade Standards: a. Plate heights of ground floor commercial storefronts measured from finish floor to finish floor shall be a minimum of 16 feet and maximum of 24 feet. b. The ground floor commercial storefronts fronting a Primary Street shall have the following transparency calculated by linear length: • Building E2: a minimum of 65 percent; and • Building E3: a minimum of 50 percent. 4. Main Building Entrance Standards: a. Recessed entries shall have a minimum depth to width ratio of 1:2 (e.g., a 4-foot-deep recessed entry must be a minimum of 8 feet wide). b. Main building entrances shall have a minimum of four-foot deep overhead projections and/ or recess. c. Main entrances must be easily identifiable and distinguishable from other ground floor entries. Such main building entrances must meet the following: • Marked by a prominent massing element above the entrance, such as a tower, or within a prominent façade element that protrudes or recesses from the rest of the building surface; • Located in or near the center or corner of a facade, as part of a symmetrical overall design feature; • Accented by architectural elements, such as columns, overhanging roofs, awnings, and ornamental light fixtures; • Accented by a change in the roofline, roof type, façade material, or other distinguishing architectural feature. 5. Building Articulation and Treatments: a. A minimum of two different architectural features, such as balconies,	

Development Standards[1]	Project Consistency Analysis
cantilevers, dormers, bay windows, patios, individualized entries, and accent materials, must be incorporated into each façade facing a street, driveway, or publicly accessible area. Features, such as balconies (full, Juliet, etc.), garden boxes, etc. shall function as such and be able to be to support appropriate structural loads. b. Decorative trim elements that add detail and articulation, such as window surrounds must have at least a three-inch (3-inch) height or width visible from the exterior and a minimum depth of at least two inches (2-inch) from glass to exterior of the window trim; or a minimum depth of at least three inches (3-inch) from glass to wall edge shall be provided for windows with no exterior trim. c. Building designs shall be emblematic of California regional modernism architecture, emphasizing modernist principles including clean lines, functional clarity, honest expression of structural elements, and minimal ornamentation. 6. Private Storage Requirements: a. A minimum of 54 cubic feet of private lockable storage area must be provided for each multifamily unit. Private storage area may be located within podium and subterranean garages, within an indoor residential amenity space, or within or adjacent to the dwelling unit it serves. If located within a dwelling unit, the storage space must be located within the main living area and not located within a bedroom or serving as the primary bedroom closet for studio units. Private storage area must be a single uninterrupted volume, not cumulative, with minimum dimensions of 3 feet in width and depth, and a minimum of 6 feet in height. 7. Affordable Housing: a. Affordable units and market rate units in the same development must be constructed of the same or similar	

Development Standards[1]	Project Consistency Analysis
exterior materials and details such that the units are not distinguishable. b. Affordable units must be distributed throughout a structure and not all located on one floor or area within a building, or within just one building in a multi-building project. c. Affordable units must be equivalent in terms of number of bedrooms and the average floor area to the corresponding housing type of market-rate units. 8. Where differences occur, the Specific Plan development standards prevail over the Thousand Oaks Municipal Code Objective Design Standards.	

Source: City of Thousand Oaks, Specific Plan No. 11, Civic Arts Plaza Specific Plan, current through SPA 2025-70001, February 20, 2026.
Notes:
[1] Refer to Section C, Definitions, Rules of Measurement, and Additional Standards, of the proposed SP-11, for definitions, rules of measurement, and a description of additional development standards, as applicable.

Downtown Core Master Plan

As mentioned above, the Downtown Core Master Plan was endorsed by the Thousand Oaks City Council on June 5, 2018; however, this plan primarily serves as a policy and strategy framework and does not constitute a codified or regulatory framework document. Nevertheless, a consistency analysis with the Downtown Core Master Plan is provided below in Table 5.10-2, Downtown Core Master Plan Project Consistency Analysis, to evaluate whether the project would generally align with this plan. The qualitative consistency analysis in this section is presented for informational purposes only. Overall, the project would be generally consistent with the Downtown Core Master Plan's "action steps."

Table 5.10-2
Downtown Core Master Plan Project Consistency Analysis

Action Steps	Project Consistency Analysis
There are four primary actions needed to make a downtown in Thousand Oaks a reality. All of these actions are intended to create a place for people to be in and uses and programming to bring (and keep) them there. In addition, all four of the actions involve City-owned land and thus can be initiated by the City. These four primary actions are: 1. Redesign the Civic Arts Plaza frontage to be more active and connected. 2. Expand arts, cultural and entertainment programming. 3. Create a retail and entertainment destination on the City-owned Westside Property. 4. Improve walkability and the pedestrian environment along Thousand Oaks Boulevard.	**Consistent.** The proposed project would be developed as a pedestrian-oriented mixed-use development with active ground-floor components, entertainment, and open space throughout the project site. Additionally, the proposed project would include bicycle infrastructure (short- and long-term bicycle parking and bicycle lockers) which would encourage cycling as an alternative mode of transportation. The project's central location within 0.5-mile of bus transit stops promotes transit use and reduces reliance on single-occupancy vehicles. Additionally, the mixed-use design integrates residential, commercial, and civic spaces, minimizing vehicle trips and supporting High Quality Transit Area (HQTA) principles outlined in Connect SoCal 2024. The proposed project includes opportunities for public art on the exterior of several buildings, two new theatrical venues, informal performance spaces within Carpenter Park, as well as an artist's gallery and incubator space within

Action Steps	Project Consistency Analysis
	Building C1 to support new and existing members of the creative sector. Further, the entirety of the project site would be a mixed-use development that incorporates a variety of land uses, including civic, recreation, commercial/retail, residential, and other community-serving uses.
In addition to the primary actions, there are a number of supporting activities that will help enhance the Downtown Core. The activities are: • Create additional district parking ("Park Once") to support retail and events. This concept allows visitors to drive to the area, "park once," and then walk to multiple uses and activities without having to move their vehicles. Parking lots are for the entire downtown and not designated for individual uses. • Build supporting uses on The Lakes parking lot. The parking lot behind The Lakes shopping center provides a great opportunity to add new uses, such as office, innovation hubs, and hotels to the area. • Add active, pedestrian-oriented ground floor uses such as retail and restaurants along Thousand Oaks Boulevard. New developments implement the existing Thousand Oaks Boulevard Specific Plan and create a desired continuous building wall along the street. • Add a greater diversity of cultural activities and spaces. This is facilitated with the redesign of the Civic Arts Plaza and could also be located elsewhere along the Boulevard.	**Consistent.** Refer to the Consistency Analysis above. Moreover, the proposed shared parking approach would ensure the most efficient use and effective long-term management of available parking supply to achieve a "park once" environment and facilitate the expanded use of alternative modes of transportation, including ride share, public transit, and bicycling. As the Downtown Core matures, it is expected that the use of alternative modes of transportation would become more frequently utilized and available, thereby continuing to reduce vehicular parking demand as mobility behaviors adjust to a more dense and vibrant downtown environment.

Source: City of Thousand Oaks, Downtown Core Master Plan, endorsed by the Thousand Oaks City Council, June 5, 2018.
Notes: N/A.

Thousand Oaks Boulevard Specific Plan (SP-20) Consistency

As mentioned above, the only portion of the project site that is zoned and regulated by SP-20 is the 1868 East Thousand Oaks Boulevard property, as well as areas within the public right-of-way of Thousand Oaks Boulevard. It should be noted that no changes are proposed to the zoning or land use designation of this property. The acquisition of this property into the project site would only be intended to provide right-of-way easements to accommodate the proposed project. As such, the proposed project would not conflict with SP-20.

Thousand Oaks Municipal Code (Municipal Code) Consistency

As mentioned above, the entire project site is zoned and regulated by the existing SP-11, except for the property at 1868 East Thousand Oaks Boulevard, which is zoned and regulated by SP-20. No changes are proposed to the zoning of this parcel.

The SP-11 subareas are generally split into two development components: 1) The Lakes - consisting of Subareas A and D, and 2) the Downtown Core - consisting of Subareas B, C, and E (newly proposed). Specifically, the project proposes to amend the SP-11 subarea boundaries of Subareas B and C, to align with proposed improvements, eliminate Subarea C-1, and establish a new Subarea E; amend the permitted uses and development standards associated with Subareas B, C, and E; and establish other design and development processes, requirements, and procedures to guide the implementation of the proposed project. The proposed Specific Plan amendments focus on amending regulations

applicable to the Downtown Core area (Subareas B, C, and E). No changes are proposed to Subareas A or D, including their respective subarea boundaries.

Chapter 2, Planning Elements and Development Standards, of the proposed SP-11 includes use regulations, development standards, and other development and design guidelines for each subarea. Development on-site would be required to comply with the proposed SP-11 use regulations and development standards and thus, would be consistent with the Zoning Regulations. Upon approval of the proposed Specific Plan Amendment (to update SP-11 entirely), the planned development would be consistent with the updated SP-11 and subsequently, the Zoning Regulations.

2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)/Connect SoCal 2024 Consistency

As previously stated, the latest Connect SoCal 2024 was adopted on April 4, 2024. The goals established for Connect SoCal 2024 provide a foundation for setting a vision for how the future of the SCAG Region would evolve over the next 25 years. The plan performance assessment process provides an important means for determining how well the program of investments included in Connect SoCal correspond to its foundational goals and to its vision for the future of the SCAG Region. Table 5.7-5, Connect SoCal 2024 Project Consistency Analysis, shows the project's consistency with the four categories found within the Connect SoCal 2024; refer to Section 5.7, Greenhouse Gas Emissions. The Connect SoCal 2024 consists of a set of four high-level goals, as presented in Table 5.7-5. Each of the four Connect SoCal goals are supported by three sub-goals which provide more specific objectives within that specific focus area. The plan performance measures are designed to support achievement of these regional goals and sub-goals, with many of the measures supporting multiple goals. As shown therein, the proposed project would be consistent with the GHG emission reduction strategies contained in the Connect SoCal 2024.

Commercial Design Guidelines; Residential, Industrial, and Institutional Guidelines; and Freeway Corridor Design Guidelines Consistency

The proposed project would be subject to the following design guidelines, requirements, and principles: 1) site analysis and conceptual design requirements and general design principles outlined in the Commercial Design Guidelines; 2) architectural design review guidelines for new residential development, including those for multi-family residential, cultural institutional governmental and other building design considerations (i.e., general design and building materials), and discouraged design elements outlined in the Residential, Industrial, and Institutional Guidelines; and site planning, architectural design, walls, barriers, berms, and landscape planting guidelines outlined in the Freeway Corridor Design Guidelines. As analyzed throughout this section and the EIR, the proposed project would consist of a pedestrian-oriented mixed-use development with active ground-floor components, entertainment, and open space throughout the project site. More specifically, the proposed project would consist of an infill development within the Downtown Core, placing new mixed-use, hotel, commercial, and cultural uses, as well as sufficient supporting infrastructure on an underutilized civic site. The project would be designed at the pedestrian level to promote walkability and promote the site as a cultural hub within the City's Downtown Core. Both building and landscape architecture would celebrate existing protected oak trees on-site and integrate these trees into the site design. The architectural style would blend with the surrounding neighborhood colors and textures while maintaining the regional modern/mid-century modernism principles. Moreover, the proposed project's landscape plan integrates native, drought-tolerant plants, retains and highlights mature oaks, and increases on-site tree canopy in a manner that meets City sustainability and design goals. Overall, the proposed project would be consistent with the design guidelines, requirements, and principles outlined in the Commercial Design Guidelines; Residential, Industrial, and Institutional Guidelines; and Freeway Corridor Design Guidelines.

Other Land Use-Related Documents, Guidelines, Plans

As listed in Section 5.10.2, Regulatory Setting, several other documents, guidelines, and plans apply to the proposed project, which are analyzed throughout this EIR. Specifically, those sections within the EIR which analyze such

documents, guidelines, and plans include, but are not limited to, Section 5.3, Biological Resources (Forestry Master Plan), Section 5.7 (CEAP), and Section 5.14, Transportation (ATP Update).

Conclusion

Implementation of the proposed project would require a General Plan Amendment, Specific Plan Amendment, Tentative Tract Map, Development Permit, Protected Tree Permit, and Special Use Permit. Overall, upon approval of the required discretionary approvals, the proposed project would be consistent with the: General Plan; SP-11; Downtown Core Master Plan; Zoning Regulations; Connect SoCal 2024; Commercial Design Guidelines; Residential, Industrial, and Institutional Guidelines; and Freeway Corridor Design Guidelines, among other land use-related documents, guidelines, and plans analyzed in other sections of this EIR. Impacts would be less than significant.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. Specifically, the adaptive reuse and outdoor amphitheatre components would also be consistent with the General Plan, SP-11, Downtown Core Master Plan, Zoning Regulations, and Connect SoCal 2024 upon approval of the required discretionary approvals, as analyzed and listed above. As such, the adaptive reuse and outdoor amphitheatre components would not cause a significant environmental impact due to a conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant in this regard.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that are located within the authority of other land use plans, policies, or regulations. However, this component would not result in new development subject to such plans, policies, and regulations, and would be temporary in nature. No construction is proposed off-site. As such, the temporary relocation component would not cause a significant environmental impact due to a conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No impact would result from the temporary relocation component.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.10.5 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.” The cumulative analysis below considers the proposed project’s impacts in conjunction with the future buildout of the General Plan and cumulative projects listed in Table 4-1, Cumulative Projects List.

Division of an Established Community

- **The proposed project, combined with other cumulative projects, would not physically divide an established community.**

Impact Analysis

The potential for cumulative development projects to physically divide an established community is location and project-specific. If a cumulative project involves the construction of a linear feature or removal of a means of access

within or between existing communities, it could result in a potential significant impact. However, all cumulative projects would be required to undergo separate environmental review to determine their potential to physically divide an established community. Given that the proposed project would result in no impact in this regard, the project would not contribute to a cumulatively considerable impact. Impacts would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Land Use Plan Consistency

- **The proposed project, combined with other cumulative projects, would not 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.**

Impact Analysis

All cumulative development projects would be required to undergo separate environmental reviews to determine potential conflicts with applicable land use policies, plans, and regulations. As part of the review process, each cumulative project would be required to demonstrate compliance with the provisions of the applicable land use designations and zoning districts and other applicable land use plans, policies, and regulations. As the proposed project would be consistent with all applicable: General Plan; SP-11; Downtown Core Master Plan; Zoning Regulations; Connect SoCal 2024; Commercial Design Guidelines; Residential, Industrial, and Institutional Guidelines; and Freeway Corridor Design Guidelines goals and policies, among other land use-related documents, guidelines, and plans analyzed in other sections of this EIR, the project would not contribute to a cumulatively considerable impact to land use and planning. Impacts would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.10.6 Significant Unavoidable Impacts

No significant unavoidable impacts related to land use and planning have been identified.

5.11 Noise

The purpose of this section is to evaluate noise source impacts on surrounding land uses as a result of the implementation of the proposed project. This section evaluates short-term construction-related noise and vibration impacts, as well as future buildout conditions. Mitigation measures are also recommended to avoid or lessen the project's noise impacts, if any. Noise measurement and traffic noise modeling data can be found in Appendix M, Noise Data.

5.11.1 Environmental Setting

Noise Scales and Definitions

Noise is generally defined as unwanted sound. Sound, traveling in the form of waves from a source, exerts sound pressure (referred to as sound level). Sound is described in terms of the loudness (amplitude) of the sound and the frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is judged to be twice as loud, and 20 dBA higher four times as loud, and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud).

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. When all audible frequencies of a sound are measured, a sound spectrum is plotted, consisting of range of frequencies spanning 20 to 20,0000 Hz. The sound pressure level, therefore, constitutes the additive force exerted by a sound corresponding to the sound frequency/sound power level spectrum.

The typical human ear is not equally sensitive to all frequencies of the audible spectrum. Therefore, during the assessment of potential noise impacts, sound is measured using an electronic filter that deemphasizes frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to extremely low and extremely high frequencies. This method of frequency weighting is referred to as A-weighting and is expressed in units of A-weighted (dBA). A-weighting follows an international standard methodology for frequency de-emphasis, and it is typically applied to community noise measurements.

Many methods have been developed for evaluating community noise to account for, among other things:

- The variation of noise levels over time;
- The influence of periodic individual loud events; and
- The community response to changes in the community noise environment.

Numerous methods have been developed to measure sound over a period of time; refer to Table 5.11-1, Noise Descriptors.

Table 5.11-1
Noise Descriptors

Term	Definition
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micropascals (or 20 micronewtons per square meter), where 1 pascal is the pressure resulting from a force of 1 newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 micropascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, L_{eq}	The average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night. For example, $L_{eq}(1)$ is the equivalent noise level over a one-hour period and $L_{eq}(8)$ corresponds to an eight-hour period.
L_{max}, L_{min}	The maximum and minimum A-weighted noise level during the measurement period or experienced during a given period of time.
L_1, L_{10}, L_{50}, L_{90}	The A-weighted noise levels that are exceeded 1 percent, 10 percent, 50 percent, and 90 percent of the time during the measurement period.
Day/Night Noise Level, L_{dn} or DNL	A 24-hour average L_{eq} with a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.
Community Noise Equivalent Level, CNEL	A 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends on its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Health Effects of Noise

Human response to sound is highly individualized. Annoyance is the most common issue regarding community noise. However, many factors influence people's response to noise. The factors can include the character of the noise, the variability of the sound level, the presence of tones or impulses, and the time of day of the occurrence. Additionally, non-acoustical factors, such as the person's opinion of the noise source, the ability to adapt to the noise, the attitude towards the source and those associated with it, and the predictability of the noise, all influence people's response. As such, response to noise varies widely from one person to another, and with any particular noise, individual responses will range from "not annoyed" to "highly annoyed".

The effects of noise are often only transitory, but adverse effects can be cumulative with prolonged or repeated exposure. The effects of noise on the community can be organized into six broad categories:

- Noise-Induced Hearing Loss;
- Interference with Communication;
- Effects of Noise on Sleep;
- Effects on Performance and Behavior;
- Extra-Auditory Health Effects; and
- Annoyance.

According to the United States Public Health Service, nearly ten million of the estimated 21 million Americans with hearing impairments owe their losses to noise exposure. Noise can mask important sounds and disrupt communication between individuals in a variety of settings. This process can cause anything from a slight irritation to a serious safety hazard, depending on the circumstance. Noise can disrupt face-to-face communication and telephone communication, and the enjoyment of music and television in the home. It can also disrupt effective communication between teachers and pupils in schools and can cause fatigue and vocal strain in those who need to communicate despite the noise.

Interference with communication has proved to be one of the most important components of noise-related annoyance. Noise-induced sleep interference is one of the critical components of community annoyance. Sound level, frequency distribution, duration, repetition, and variability can make it difficult to fall asleep and may cause momentary shifts in the natural sleep pattern or level of sleep. It can produce short-term adverse effects on mood changes and job performance, with the possibility of more serious effects on health if it continues over long periods. Noise can cause adverse effects on task performance and behavior at work, and in non-occupational and social settings. These effects are the subject of some controversy, since the presence and degree of effects depend on a variety of intervening variables. Most research in this area has focused mainly on occupational settings, where noise levels must be sufficiently high and the task sufficiently complex for effects on performance to occur.

Annoyance can be viewed as the expression of negative feelings resulting from interference with activities, as well as the disruption of one's peace of mind and the enjoyment of one's environment. Field evaluations of community annoyance are useful for predicting the consequences of planned actions involving highways, airports, road traffic, railroads, or other noise sources. The consequences of noise-induced annoyance are privately held dissatisfaction, publicly expressed complaints to authorities, and potential adverse health effects, as discussed above. In a study conducted by the United States Department of Transportation, the effects of annoyance to the community were quantified. In areas where noise levels were consistently above 60 dBA CNEL, approximately nine percent of the community is highly annoyed. When levels exceed 65 dBA CNEL, that percentage rises to 15 percent. Although evidence for the various effects of noise has differing levels of certainty, noise can affect human health. Most of the effects are, to a varying degree, stress-related.

Ground-Borne Vibration

Sources of ground-borne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions).

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is the peak particle velocity (PPV); another is the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. PPV is typically used for evaluating potential building damage, whereas PPV and RMS vibration velocity amplitudes are used to evaluate

human response to vibration. Typically, ground-borne vibration, generated by man-made activities, attenuates rapidly with distance from the source of vibration. Man-made vibration issues are therefore usually confined to short distances (i.e., 500 feet or less) from the source. Both the construction and operation of development projects can generate ground-borne vibration.

Table 5.11-2, Human Reaction and Damage to Buildings from Continuous Vibration Levels, displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown in Table 5.11-2 should be interpreted with care since vibration may be found to be annoying at much lower levels than those listed, depending on the level of activity or the sensitivity of the individual.

Table 5.11-2
Human Reaction and Damage to Buildings from Continuous Vibration Levels

Peak Particle Velocity (inches/second)	Approximate Vibration Velocity Level (VdB)	Human Reaction	Effect on Buildings
0.006–0.019	64–74	Range of threshold of perception.	Vibrations unlikely to cause damage of any type.
0.08	87	Vibrations readily perceptible.	Recommended upper level to which ruins and ancient monuments should be subjected.
0.1	92	Level at which continuous vibrations may begin to annoy people, particularly those involved in vibration sensitive activities.	Virtually no risk of architectural damage to normal buildings.
0.2	94	Vibrations may begin to annoy people in buildings.	Threshold at which there is a risk of architectural damage to normal dwellings.
0.4–0.6	98–104	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges.	Architectural damage and possibly minor structural damage.

Source: California Department of Transportation, *Transportation and Construction Vibration Guidance Manual,* April 2020.

To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibrations, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where groundborne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise, causing induced vibration in exterior doors and windows.

Sensitive Receptors

Human response to noise varies widely depending on the type of noise, time of day, and sensitivity of the receptor. The effects of noise on humans can range from temporary or permanent hearing loss to mild stress and annoyance due to such things as speech interference and sleep deprivation. Prolonged stress, regardless of the cause, is known to contribute to a variety of health disorders. Noise, or the lack thereof, is a factor in the aesthetic perception of some settings, particularly those with religious or cultural significance. Certain land uses are particularly sensitive to noise, including schools, hospitals, rest homes, long-term medical and mental care facilities, and parks and recreation areas. Residential areas are also considered noise sensitive, especially during the nighttime hours. The site vicinity is predominantly composed of commercial and residential uses. Exhibit 5.11-1, Noise Sensitive Receptors, identifies the closest sensitive receptors near the vicinity of the project site. The sensitive receptors are as follows:

- Sensitive Receptor 1: Leggett Court Apartments located approximately 300 feet north of the project site boundary line;
- Sensitive Receptor 2: Town Oaks Townhomes located approximately 300 feet north of the project site boundary line;
- Sensitive Receptor 3: Atria Gran Oaks Senior Facility located approximately 425 feet to the northeast of the project site boundary line;
- Sensitive Receptor 4: Conejo Valley Unified School District Preschool located approximately 725 feet east of the project site boundary line;
- Sensitive Receptor 5: 2300 Arapho Avenue, a mobile home in the Thunderbird Oaks Mobile-home Club, located approximately 725 feet east of the project site boundary line; and
- Sensitive Receptor 6: A single-family residences located along Oakwood Drive adjacent the project site to the west.

Ambient Noise Measurements

In order to quantify existing ambient noise levels in the project area, Michael Baker International conducted five short-term noise measurements on June 19, 2025; refer to Exhibit 5.11-2, Noise Measurement Locations, and Table 5.11-3, Noise Measurements. The noise measurement locations were representative of typical existing noise exposure within and immediately adjacent to the project site. Criteria for site selections included geographical distribution, land uses suspected of noisy activities, and noise-sensitive land uses. The purpose of the noise monitoring is to establish a noise profile that could be used to estimate current and future noise levels. Short-term measurements were taken at each site between 12:00 p.m. and 2:00 p.m.

Table 5.11-3
Noise Measurements

Site No.	Locations	Land Use	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Start Time
NM-1	In front of 1846 Oakwood Drive	Single-family Residential	57.5	51.1	77.3	12:37 p.m.
NM-2	In front of a Leggett Court Apartment dwelling unit along the southern property line	Multifamily Residential	58.9	50.2	77.5	12:53 p.m.
NM-3	In front of Atria Gran Oaks Senior Facility	Senior-Housing Facility	58.4	54.7	69.7	1:08 p.m.
NM-4	In front of the driveway to Thunderbird Oaks Mobile home Club	Mobile Home Residential	64.4	58.0	76.8	1:22 p.m.
NM-5	In front of Gardens of the World	Park/Institutional Use	66.1	56.6	78.6	1:49 p.m.

Source: Refer to Appendix M, Noise Data.
Notes: dBA = A-weighted decibels; L_{eq} = Average Sound Level; L_{min} = Lowest time-weighted sound level measured; L_{max} = Highest time-weighted sound level measured

Meteorological conditions were sunny, cool temperatures, with light wind speeds (0 to 10 miles per hour), and low humidity. Measured noise levels during the daytime measurements ranged from 57.5 to 66.1 dBA L_{eq}. Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for sound level meters. The results of the field measurements are included in Appendix M, Noise Data.

INTENTIONALLY LEFT BLANK



Source: Google Earth Pro, January 2026

CSG CONSULTANTS

NOT TO SCALE

01/2026

DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

Noise Sensitive Receptors

Exhibit 5.11-1

INTENTIONALLY LEFT BLANK



Source: Google Earth Pro, January 2026

CSG CONSULTANTS

NOT TO SCALE

01/2026

DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

Noise Measurement Locations

Exhibit 5.11-2

INTENTIONALLY LEFT BLANK

Mobile Sources

The most prominent source of mobile traffic noise in the project vicinity is along Thousand Oaks Boulevard, Erbes Road, Ventura Freeway (Highway 101), and Conejo School Road. Thousand Oaks Boulevard, Erbes Road, and Conejo School Road were identified as primary sources of mobile traffic noise in the project vicinity based on their functional classification, traffic characteristics, and proximity to the project site. These roadways serve as principal and secondary/minor arterial routes that carry substantially higher traffic volumes and a greater proportion of through traffic compared to surrounding local streets.

In contrast, nearby local roadways primarily serve local access and generate comparatively lower traffic noise levels. As a result, mobile noise contributions from Thousand Oaks Boulevard, Erbes Road, Highway 101, and Conejo School Road are expected to dominate the existing traffic noise environment in the project area.

Stationary Noise Sources

The project area consists of commercial and retail uses. The primary sources of stationary noise in the project vicinity are urban-related activities (e.g., mechanical equipment, parking areas, and pedestrians). The noise associated with these sources may represent a single-event or a continuous occurrence.

5.11.2 Regulatory Setting

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

Federal

U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency (U.S. EPA) offers guidelines for community noise exposure in the publication Noise Effects Handbook – A Desk Reference to Health and Welfare Effects of Noise. These guidelines consider occupational noise exposure as well as noise exposure in homes. The U.S. EPA recognizes an exterior noise level of 55 dB L_{dn} as a general goal to protect the public from hearing loss, activity interference, sleep disturbance, and annoyance. The U.S. EPA and other federal agencies have adopted suggested land use compatibility guidelines that indicate that residential noise exposures of 55 to 65 dB L_{dn} are acceptable. However, the U.S. EPA notes that these levels are not regulatory goals, but are levels defined by a negotiated scientific consensus, without concern for economic and technological feasibility or the needs and desires of any particular community.

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) stipulates 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 within 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 (FTA)

There are no federal noise regulations applicable to the proposed project. However, various federal agencies have established rules and guidelines addressing noise and vibration. For example, in its Transit Noise and Vibration Impact Assessment guidance manual, the Federal Transit Administration (FTA) offers guidance on the estimation of

construction noise levels from a construction site. It also provides suggested thresholds that include no more than 80 dBA L_{eq} (over an 8-hour daytime period) as received at a residential land use. Since the City does not provide a quantified construction noise limit, this analysis adopts the 80 dBA L_{eq} 8-hour FTA guidance for quantitative construction noise impact assessment. With respect to vibration, the same above-mentioned manual from the FTA provides guidance for the assessment of vibration impacts on people (i.e., potential annoyance), building damage risk, and disruption of vibration-sensitive processes. Vibration impact criteria suggested by the FTA vary both with the frequency of vibration event occurrence and the sensitivity of the building or process that may be exposed to groundborne vibration. By way of example, a modern commercial building constructed from reinforced concrete or steel would have a vibration impact threshold of 0.5 inches/sec PPV, while a non-engineered timber or masonry structure more akin to a typical single-family or multifamily residence may have a more stringent 0.2 inches/sec PPV vibration impact criteria against which Project-attributed vibration due to construction could be assessed for the nearest such receptors in the surrounding community.

State

California Noise Control Act

The California Noise Control Act (CNCA) of 1973 is included in the California Health and Safety Code as Division 28 Noise Control Act, Sections 46000-46080. The legislature declares excessive noise as a serious hazard to public health and welfare that can result in physiological, psychological, and economic damage. The State is responsible for protecting the well-being of the people by controlling, preventing, and abating noise. The State Office of Noise Control has the duty to protect the health and well-being of people through establishing and maintaining a program on noise control. The office coordinates with other State agencies to research noise abatement, prevention, and control within the scope of their agency's jurisdiction.

California Environmental Quality Act

The California Governor's Office of Land Use and Climate Innovation's Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The Noise Element Guidelines contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the CNEL. Table 5.11-4, Land Use Compatibility for Community Noise Environments, presents guidelines for determining acceptable and unacceptable community noise exposure limits for various land use categories. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution.

Table 5.11-4
Land Use Compatibility for Community Noise Environments

Land Use	Community Noise Exposure (CNEL or L_{dn}, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential: Low Density	50 – 60	55 – 70	70 – 75	75 – 85
Residential: Multiple Family	50 – 65	60 – 70	70 – 75	75 – 85
Transient Lodging: Motel, Hotels	50 – 65	60 – 70	70 – 80	80 – 85
School, Libraries, Churches, Hospitals, Nursing Homes	50 – 70	60 – 70	70 – 80	80 - 85
Auditoriums, Concert Halls, Amphitheatres	N/A	50 – 70	N/A	65 – 85
Sports Arenas, Outdoor Spectator Sports	N/A	50 – 75	N/A	70 – 85

Land Use	Community Noise Exposure (CNEL or L_{dn}, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Playgrounds, Neighborhood Parks	50 – 70	N/A	67.5 – 75	72.5 – 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 75	N/A	70 – 80	80 – 85
Office Buildings, Business Commercial and Professional	50 – 70	67.5 – 77.5	77.5 – 85	N/A
Industrial, Manufacturing, Utilities, Agriculture	67.5 – 77.5	77.5 – 85	67.5 – 77.5	N/A

Source: Governor's Office of Land Use and Climate Innovation, *General Plan Guidelines – Appendix D Noise Element,* adopted October 5, 2023.

As depicted in Table 5.11-4, the range of noise exposure levels overlaps between the normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable categories. The Noise Element Guidelines note that noise planning policy needs to be rather flexible and dynamic to reflect not only technological advances in noise control, but also economic constraints governing the application of noise-control technology and anticipated regional growth and demands of the community. In project-specific analyses, each community must decide the level of noise exposure its residents are willing to tolerate within a limited range of values below the known levels of health impairment. Therefore, the City may use its discretion to determine which noise levels are considered acceptable or unacceptable, based on land use, project location, and other project factors.

Local

Thousand Oaks General Plan 2045

The Thousand Oaks General Plan 2045 (General Plan) provides a long-range comprehensive guide for the physical development of the City's Planning Area. The Noise Element of the General Plan establishes construction noise thresholds and thresholds of significance for cumulative long-term noise increase; refer to Table 5.11-5, City's Construction Noise Thresholds of Significance, and Table 5.11-6, City's Thresholds of Significance for Long-Term Noise Increases.

Table 5.11-5
City's Construction Noise Thresholds of Significance

Land Use	L_{eq} (8 – Hours)		CNEL
	Day	Night	
Residential	80 dBA	70 dBA	75
Commercial	85 dBA	85 dBA	80
Industrial	90 dBA	90 dBA	85

Source: City of Thousand Oaks, Thousand Oaks General Plan 2045, Noise Element, Table 11.4, Construction Noise Thresholds of Significance, adopted December 5, 2023.

Table 5.11-6
City's Thresholds of Significance for Long-Term Noise Increase

If the CNEL for existing + proposed project + cumulative conditions at a noise-sensitive land use is projected to be:	A project or cumulative noise impact would be significant if the CNEL would increase by the following amounts at a noise sensitive land use:	The project alone would make a substantial contribution to a significant cumulative impact if the CNEL would increase by the following amounts at a noise-sensitive land use:
Less than 55 dBA	Not significant for any change in noise level	Not significant for any change in noise level
55 – 60 dBA	Equal to or greater than 3.0 dBA	Equal to or greater than 1.0 dBA

60 – 70 dBA	Equal to or greater than 1.5 dBA	Equal to or greater than 0.5 dBA
Greater than 70 dBA	Equal to or greater than 1.0 dBA	Equal to or greater than 0.5 dBA

Source: City of Thousand Oaks, *Thousand Oaks General Plan 2045, Noise Element, Table 11.3, Thresholds of Significance for Long-Term Noise Increases,* adopted December 5, 2023.

The General Plan Noise Element also contains various goals and policies pertaining to noise:

- **Goal N-1:** Promote a pattern of land uses that is compatible with current and future noise levels.
    - **Policy N 1.1 Acoustical studies.** Require an acoustical study and, as necessary, noise attenuation for proposed developments that may be exposed to noise exceeding the normally acceptable range or where a project has the potential to result in a significant increase in noise.
    - **Policy N 1.2 Noise-reducing design features.** Incorporate design features into land use projects that can be used to shield residents from noise exceeding the normally acceptable ranges. Design features may include, but are not limited to berms, walls, and sound attenuating building configuration, architectural design, and construction method and materials.
    - **Policy N 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-3:** Minimize excessive intermittent noise.
    - **Policy N 3.1 Construction Noise.** Use the noise levels adopted from Federal Transit Administration (FTA) standards, as thresholds of significance for construction noise and, as necessary, require mitigation for construction activities that would result in significant noise impacts.
    - **Policy N 3.2 Noise Reduction for Construction.** Require the following noise reduction techniques for all construction activity in the City:
        - Require power construction equipment with noise shielding and silencing devices consistent with manufacturer's standards or the Best Available Control Technology;
        - Prohibit use of driven (impact), sonic, or vibratory pile drivers, except in locations where the underlying geology renders alternative methods infeasible, as determined by a soils or geotechnical engineer and documented in a soils report;
        - Utilize noise attenuating measures or screening for all outdoor mechanical equipment from off-site noise-sensitive uses;
        - Locate construction staging areas as far from noise-sensitive uses as reasonably possible and feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints; and
        - For construction activity that even with the above requirements would or may still generate noise exceeding the significance thresholds in Policy N-3.2, investigate the use of additional feasible noise reduction techniques, including but not limited to the use of temporary sound barriers between the noise-generating activity and affected sensitive uses.

The City of Thousand Oaks 2045 General Plan Update Final Environmental Impact Report (General Plan EIR) provides mitigation measures to reduce noise impacts associated with construction, operational roadway noise and vibration impacts to the sensitive receptors throughout the City. The following mitigation measures are applicable to the proposed project:

- General Plan EIR NOI-3: Construction Vibration Control Plan

- Prior to issuance of a building permit for a project that includes the following, the project applicant shall prepare a groundborne noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these construction activities:
  - Pile driving within:
    - 135 feet of fragile structures such as historical resources
    - 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings)
    - 75 feet of engineered concrete and masonry (no plaster)
  - A vibratory roller within:
    - 40 feet of fragile historical resources
    - 25 feet of any other structure
  - A dozer or other large earthmoving equipment within:
    - 20 feet for a fragile historical structure
    - 15 feet of any other structure

  The noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed FTA architectural damage thresholds (e.g., 0.12 in/sec PPV for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses, such as drilling piles as opposed to pile driving, static rollers as opposed to vibratory rollers, and lower horsepower earthmoving equipment, shall be used. If necessary, construction vibration monitoring shall be conducted to ensure FTA vibration thresholds are not exceeded.

Thousand Oaks Municipal Code (Municipal Code)

Section 8-11.01, Construction activities restricted to certain hours, of the Municipal Code states the following: It shall be unlawful for any person to engage in or conduct any activity in the construction of any building or structure, the moving of earth, or the laying of any pavement, including, but not limited to, the making of any excavation, clearing or grading of surface land, and loading or unloading material, equipment, or supplies, except between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday, unless a permit for each work at different hours or days has first been issued by the Public Works Director.

California Building Code and Noise Insulation Standards

The California Building Code (CBC) requires that walls and floor/ceiling assemblies separating dwelling units from each other, or from public or service areas, achieve a minimum Sound Transmission Class (STC) rating of 50 dB for common interior partitions in multifamily residential and transient lodging developments. The CBC further establishes a maximum allowable interior noise level of 45 dBA for habitable spaces.

In addition, the State of California has adopted noise insulation standards for new multifamily residential units, hotels, and motels located in areas exposed to relatively high levels of transportation-related noise. These requirements, collectively known as the California Noise Insulation Standards (California Code of Regulations, Title 24), establish an interior noise standard of 45 dBA CNEL in any habitable room. Where such uses are proposed in areas subject to exterior noise levels exceeding 60 dBA CNEL, Title 24 requires preparation of an acoustic analysis demonstrating that the project has been designed to meet the applicable interior noise standard. Local jurisdictions typically verify compliance with Title 24 noise insulation standards through the building permit review process.

State Vibration Guidance

The State of California has not adopted numeric vibration standards applicable to land use or environmental review. The California Department of Transportation (Caltrans) similarly does not establish regulatory vibration standards. However, Caltrans has published the Transportation and Construction Vibration Guidance Manual, which provides commonly used screening criteria for evaluating the potential for construction-related vibration damage to structures.

The Caltrans guidance identifies peak particle velocity (PPV) ranges associated with varying degrees of structural sensitivity, ranging from approximately 0.08 to 0.12 inches per second (in/sec) PPV for extremely fragile historic buildings, ruins, and ancient monuments, to 0.50 to 2.0 in/sec PPV for modern industrial and commercial buildings. These guidelines are widely used in CEQA analyses to conservatively assess the potential for vibration-related structural damage in the absence of formally adopted state or local vibration standards.

5.11.3 Impact Thresholds and Significance Criteria

CEQA Significance Criteria

During the preparation of this EIR, Appendix G of the CEQA Guidelines was used as the thresholds of significance for evaluating impacts associated with the proposed project. Accordingly, a project may create a significant adverse environmental impact if the project would:

a) 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 (refer to Impact Statement NOI-1);

b) Generate excessive groundborne vibration or groundborne noise levels (refer to Impact Statement NOI-2); and/or

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels (refer to Impact Statement NOI-3).

Based on the aforementioned standards and/or criteria, the effects of the proposed project have been categorized as one of the two following levels of significance: 1) “less than significant impact”; or 2) “significant and unavoidable impact.” If a potentially significant impact cannot be reduced to a less than significant level through the incorporation of mitigation measures, the impact is classified as a significant and unavoidable impact for the purposes of CEQA.

Selection of Applicable Noise Standards

For purposes of this EIR, significance determinations are based on the most applicable local standards where available, consistent with CEQA Guidelines Appendix G. Where the City has adopted quantified thresholds (e.g., construction noise and long-term CNEL increases), those standards govern. In the absence of local numeric thresholds (e.g., construction vibration), guidance from recognized agencies such as the FTA and/or Caltrans are applied as a conservative screening tool to evaluate potential impacts.

Ground-Borne Vibration – Thresholds of Significance

Ground-borne vibration impacts are evaluated separately with respect to the potential for structural damage and potential human annoyance. Criteria related to structural damage are based on the California Department of Transportation’s Transportation and Construction Vibration Guidance Manual, which provides conservative peak particle velocity (PPV) ranges applicable to different building types. Potential human annoyance from vibration is typically temporary and evaluated qualitatively based on the duration, frequency, and proximity of vibration-generating activities. Because the City has not adopted numeric vibration thresholds and based on the General Plan Update mitigation measure General Plan EIR NOI-3 the FTA PPV criteria are used as a conservative screening threshold for evaluating construction-related vibration impacts.

Methodology

Construction Equipment

Noise levels from construction equipment and activities were modeled using the Federal Highway Administration's Roadway Construction Noise Model (RCNM); refer to Appendix M, Noise Data, for results of the RCNM modeling. Project construction equipment is based on the California Emissions Estimator Model version 2022.1 (CalEEMod) outputs, which estimate the types and quantity of equipment that would be used on-site during each construction phase. The quantity and type of equipment were then inserted into RCNM to quantify the estimated noise levels generated at each nearby sensitive receptor. The General Noise Assessment methodology prescribed in the FTA Transit Noise and Vibration Impact Assessment Manual recommends evaluating construction noise from the center of the site, stating under the variable distance in its construction noise calculation to "assume that all equipment operates at the center of the project."

Construction Trips

The CalEEMod modeling includes estimates on the number of workers, vendors, and hauling trips. These trips would take place off-site and would increase the traffic along surrounding roadways. According to the California Department of Transportation (Caltrans), a doubling of traffic (100 percent increase) on a roadway would result in a perceptible increase in traffic noise levels (3 dBA). As a conservative analysis, the following evaluation combines the maximum number of trips for workers, vendors, and hauling trips from the project's construction phases. The project's combined maximum construction trips are then compared to existing traffic volumes to determine if the project would result in a potentially significant impact.

Operational Noise

The proposed project would construct various structures that would require heating, ventilation, and air conditioning (HVAC) units. As such, the combined noise levels of HVAC units would be analyzed against any applicable stationary noise source thresholds.

An off-site traffic noise impact typically occurs when there is a discernible increase in traffic and the resulting noise level exceeds an established noise standard. In community noise considerations, changes in noise levels greater than 3 dB are often identified as substantial, while changes less than 1 dB would not be discernible to local residents. A 5-dB change is generally recognized as a clearly discernible difference.

Noise levels were modeled using the federal highway administration highway noise prediction model (FHWA-RD-77-108). This model calculates the average noise level in dBA CNEL along a given roadway segment based on traffic volumes, vehicle mix, average speeds, roadway geometry, and site conditions.

Vibration

Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. The Caltrans Transportation and Construction Vibration Manual identifies various vibration damage criteria for different building classes. Additionally, the Construction Vibration Manual includes reference vibration levels for construction equipment. The following evaluation uses a formula to calculate vibration levels at a sensitive receptor using a reference vibration level.[73] The following evaluation will analyze whether the construction vibration levels at the sensitive receptor structure exceed the FTA vibration damage criteria and human annoyance criteria.

[73] Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.1}$

On-Site Operational Noise

The proposed project would be constructed in five phases. As such, operational noise impacts are evaluated on the on-site sensitive receptors from Phases 2a, 2b, 2c, and 3; Phase 1 is excluded because it involves only roadway and utility improvements and would not generate operational noise sources. Although Phases 2a, 2b, and 2c could be constructed concurrently, this analysis conservatively assumes sequential completion of each phase to isolate operational impacts.

During Phases 2 (Phase 2a, 2b, and 2c), existing on-site sensitive receptors within the existing CAP complex would be present. Further, each subsequent phase introduces new on-site sensitive receptors—such as the hotel and residential uses—that could be affected by operational noise from earlier phases. The potential operational noise levels are evaluated from project-generated sources (e.g., mechanical equipment, amplified sound, and outdoor activities) using noise reference levels, distance attenuation based on the inverse square law, and shielding assumptions where intervening structures provide line-of-sight obstruction.

Thresholds of Significance

Construction Equipment

According to the Construction Noise Thresholds of Significance from the General Plan, a significant noise impact would occur if construction equipment exceeds the applicable daytime or nighttime noise thresholds for residential, commercial, or industrial land uses; refer to Table 5.11-5. The noise thresholds present in Table 5.11-5 are adopted from the FTA standards. Additionally, Municipal Code Section 8-11.01, Construction activities restricted to certain hours, restricts construction activities to occur between the hours of 7:00 a.m. through 7:00 p.m., Monday through Saturday, unless a permit for work at different hours is issued by the City's Public Works Director.

For the purposes of this analysis, construction noise levels would be quantified against the City's construction noise standards. As such, the project would result in a significant impact if project-related construction activities' noise exceeds construction noise standard of 80 dBA at residential receptors and if construction occurs outside of the permissible hours as outlined in Municipal Code Section 8-11.01.

Construction Trips

The City currently does not have an adopted significance threshold for construction-related transportation noise. However, according to Caltrans, a doubling of traffic (100 percent increase) on a roadway would result in a perceptible increase in traffic noise levels (3 dBA). As such, a significant increase in transportation noise would occur if the project's increase in construction trips doubled existing traffic volumes along surrounding roadways.

Operational Trips (Long-Term Noise Increase)

Long-term operational noise impacts were evaluated based on potential increases in mobile traffic noise at nearby noise-sensitive land uses. As shown in Table 5.11-6, the significance of a long-term operational noise impact depends on the resulting combined existing, project, and cumulative CNEL at a noise-sensitive receptor. The City's criteria establish different noise increase thresholds depending on the applicable CNEL range. Where the projected CNEL at a receptor falls within the 55 to 60 dBA range, a noise increase of 3.0 dBA or greater is considered significant. More stringent thresholds apply where projected CNEL levels exceed 60 dBA.

For this analysis, long-term operational noise impacts would be considered significant if project-related traffic results in a permanent increase in ambient noise levels that meets or exceeds the applicable threshold identified in Table 5.11-6.

Operational Stationary Equipment

Long-term operational noise from stationary equipment was evaluated in accordance with the City of Thousand Oaks General Plan 2045 Noise Element significance criteria; refer to Table 5.11-6. Under the City's thresholds, if the resulting

CNEL is less than 55 dBA, the introduction of a new noise source would not result in a significant impact for any increase in noise level. Where the projected CNEL at a receptor falls within the 55 to 60 dBA range, a noise increase of 3.0 dBA or greater is considered significant. Similarly, where the projected CNEL at a receptor falls within the 60 to70 dBA range, a noise increase of 1.5 dBA or greater is considered significant. When the projected CNEL is greater than 70, a noise increase of 1.0 dBA is considered significant. As summarized, the increase thresholds range from 1.0 to 3.0 dBA CNEL. Although CNEL standards are intended for evaluation of community noise rather than stationary sources, their application to stationary noise levels expressed in L_{eq} is considered conservative. [74] This is because an increase in ambient noise levels of 3 dBA L_{eq} is considered barely perceptible and an increase of 5 dBA L_{eq} is considered to be readily perceptible.[75] Therefore, the stationary analysis conservatively utilizes the City's noise increase thresholds ranging from 1.0 to 3.0 dBA expressed in L_{eq}.

Vibration

The City currently does not have an adopted significance threshold for construction and operational related vibration impacts. However, the Caltrans Transportation and Construction Vibration Manual identify various vibration damage criteria for different building classes. The closest structure to project site would be the sensitive receptor that is adjacent to the project site to the west (Sensitive Receptor 6); refer to Exhibit 5.11-1. This evaluation utilizes the FTA's architectural damage criterion for continuous vibration at older residential buildings of 0.20 inch/sec PPV consistent with mitigation measure General Plan EIR NOI-3. The 0.20 in/sec PPV criterion represents a conservative screening threshold for evaluating the potential for structural damage to typical older residential buildings. Further, potential human annoyance was evaluated using the Caltrans vibration annoyance criterion, which indicates that vibration levels above 0.2 in/sec PPV may be perceivable and potentially annoying during frequent vibration events.

Construction-related vibration levels would vary by phase. The highest potential vibration levels would be associated with demolition and foundation construction activities, while later phases of construction, including building framing and finishing, would generate substantially lower vibration levels. The vibration analysis conservatively assumes vibration-generating activities representative of the most intensive construction phases. As a result, conclusions regarding impacts apply to all construction phases.

5.11.4 Impacts and Mitigation Measures

The proposed project involves two components: (1) development of two mixed-use buildings, a hotel, a park, a restaurant, associated infrastructure, hardscape, landscaping, and site improvements (herein referenced as the "development component"), and (2) development of a bandshell and associated amphitheatre, the adaptive reuse of the existing CAP, and the temporary relocation of City staff and in-person public services associated with the existing City Hall to off-site location(s) within existing permitted office space within City boundaries (herein referenced as the "adaptive reuse, outdoor amphitheatre, and temporary relocation components").

Substantial Noise Increase In Excess of Standards

Impact NOI-1	**The proposed project would not 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.**

[74] Stationary-source noise levels expressed as Leq should not be compared directly to CNEL-based significance standards because CNEL is a 24-hour community noise metric that incorporates evening and nighttime penalty weighting not reflected in Leq measurements, making the two metrics not directly comparable and potentially understating noise impacts if CNEL thresholds are applied without conversion.

[75] California Department of Transportation, *Technical Noise Supplement (TeNS)* (September 2013), Section 2.2.1.

Impact Analysis

Project-Level Analysis

Construction

Typical activities associated with construction are highly noticeable temporary noise sources. Noise from construction activities is generated by two primary sources: (1) the transport of workers and equipment/materials to construction sites and (2) the noise related to active construction equipment. These noise sources can be a nuisance to local residents and businesses or, in some cases, unbearable to sensitive receptors (i.e., residences, hospitals, senior centers, schools, day care facilities, etc.).

The effects of construction noise largely depend on the type of construction activities occurring on any given day, noise levels generated by those activities, distances to noise-sensitive receptors, and the existing ambient noise environment in the receptor's vicinity. Construction generally occurs in several discrete construction phases, with each phase requiring different equipment with varying noise characteristics. Construction noise levels in the project vicinity would fluctuate depending on the type, number, and duration of usage for the varying equipment. These phases alter the characteristics of the noise environment generated on the proposed project site and in the surrounding community for the duration of the construction process. As discussed above, the proposed project would be constructed in phases (Phase 1 through Phase 3), and certain phases would have the potential to occur simultaneously (Phase 2a through Phase 2c). The following evaluation analyzes the construction noise generated by each phase.

Construction noise levels are be quantified and compared against the City's construction noise standards. As such, the project would result in a significant impact if project-related construction activities' noise exceeds construction noise standard of 80 dBA L_{eq} at residential receptors and if construction occurs outside of the permissible hours as outlined in Municipal Code Section 8-11.01.

Phase 1

Phase 1 would involve demolition of existing commercial structures, installation of utility improvements (i.e., sewer line installation, stormwater detention facilities and conveyance lines, domestic water lines, etc.), and roadway construction (proposed West Road, Oakwood Drive Extension, Oakwood Drive/West Road roundabout, etc.). Construction activities associated with Phase 1 would include the following construction phases:

- Linear, Grading and Excavation;
- Linear, Demolition, Utilities, and Sub-Grade;
- Linear, Paving;
- Demolition; and
- Grading.

According to the FTA Transit Noise and Vibration Impact Assessment Manual General Noise Assessment methodology, noise can be considered as concentrated at the center of a project site. Due to the nature of Phase 1 (linear improvements), construction activities would be spread throughout the project site. As such, the estimated noise levels were calculated from the center of the project site. The closest sensitive receptor to the center of the project site is the single-family residential uses adjacent to the project site to the west. As such, the geographic center of the project site is approximately 490 feet from the nearest commercial use to the northwest and approximately 550 feet away from the nearest residential sensitive receptor. The estimated construction noise levels at the nearest receptors are presented in Table 5.11-7, Phase 1 Construction Noise Levels at the Nearest Receptors. To present a conservative impact analysis, the estimated noise levels were calculated for a scenario in which all heavy construction equipment

was assumed to operate simultaneously. It should be noted that RCNM models equipment noise with an acoustic usage factor, which accounts for the percentage of time during construction that equipment would operate at full power.[76]

Table 5.11-7
Phase 1 Construction Noise Levels at the Nearest Receptors

Construction Phase	Estimated Exterior Construction Noise Level at 550 feet (Center of Site to Residential Uses to the West) (dBA L_{eq})[1]	Estimated Exterior Construction Noise Level at 490 feet (Center of Site to Commercial Uses to the Northwest) (dBA L_{eq})[1]
Linear, Grading and Excavation	68.3	69.3
Linear, Demolition, Utilities and Sub-Grade	67.9	68.9
Linear, Paving	67.0	68.0
Demolition	66.5	67.5
Grading	65.0	65.2

Source: Refer to Appendix M, Noise Data.
Notes: These noise levels conservatively assume the simultaneous operation of all heavy construction equipment at the same precise location. Refer to Appendix M for modeled heavy construction equipment.

As shown in Table 5.11-7, construction-generated noise levels would range from 64.0 dba L_{eq} to 68.3 dba L_{eq} at the nearest sensitive residential receptor, located approximately 550 feet to the west of the geographical center of the project site. Additionally, construction-generated noise levels would range from 65.1 dba L_{eq} to 69.3 dba L_{eq} at the nearest commercial structure to the northwest. It should be noted that modeling of construction noise levels in table 5.11-7 assumes that construction equipment would operate simultaneously and represent a worse-case scenario. At the distances of 550 feet and 490 feet, construction-related noise associated with phase 1 would not exceed the city's daytime construction noise threshold of 80 dba L_{eq} for residential uses and 85 dba L_{eq} for commercial uses, respectively; refer to table 5.11-5. Additionally, Phase 1 construction activities would comply with the city's permitted hours of construction between 7:00 a.m. and 7:00 p.m., Monday through Saturday, pursuant to municipal code section 8-11.01.

Therefore, Phase 1 construction noise levels would not exceed the applicable construction noise threshold and would comply with the permitted hours of construction; construction-related noise impacts associated with Phase 1 would be less than significant.

Phase 2a
Phase 2a would involve the construction of three buildings (Buildings E1 through E3), installation of roadway improvements, excavation for subterranean and podium garage foundations, and installation of utility infrastructure connections. Construction activities associated with Phase 2a would include the following construction phases:

- Grading;
- Building Construction;
- Paving; and
- Architectural Coating.

The closest sensitive residential receptor to the Phase 2a construction site is the single-family residential uses adjacent to the project site to the west, approximately 350 feet from the center of the Phase 2a construction activities. The closest commercial use is the existing commercial building located at 1868 Thousand Oaks Boulevard, located approximately 250 feet away from the center of the Phase 2a construction activities. The estimated construction noise

[76] Federal Highway Administration, FHWA Roadway Construction Noise Model User's Guide, https://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf. Accessed October 9, 2025.

levels at these nearest receptors are presented in Table 5.11-8, Phase 2a Construction Noise Levels at the Nearest Receptors.

Table 5.11-8
Phase 2a Construction Noise Levels at the Nearest Receptors

Construction Phase	Estimated Exterior Construction Noise Level at 350 feet (Center of the Phase 2a Site to Residential Uses to the West) (dBA L_{eq})	Estimated Exterior Construction Noise Level at 250 feet (Center of the Phase 2a Site to Commercial Uses to the Northwest) (dBA L_{eq})
Grading	71.3	74.2
Building Construction	69.4	72.3
Paving	64.7	67.6
Architectural Coating	56.8	59.7
Building Construction, Paving, and Architectural Coating Overlap	70.9	73.8

Source: Refer to Appendix M, Noise Data.
Notes: These noise levels conservatively assume the simultaneous operation of all heavy construction equipment at the same precise location. Refer to Appendix M for modeled heavy construction equipment.

As shown in Table 5.11-8, construction-generated noise levels would range from 56.8 dBA L_{eq} to 71.3 dBA L_{eq} at the nearest sensitive residential receptor, and construction-generated noise levels would range from 59.7 dBA L_{eq} to 74.2 dBA L_{eq} at the nearest commercial receptor. It should be noted that the modeling of construction noise levels in Table 5.11-8 assumes that construction equipment would operate simultaneously and represent a worst-case scenario. At the distances of 350 feet and 250 feet, construction-related noise associated with Phase 2a would not exceed the City's daytime construction noise threshold of 80 dBA L_{eq} for residential uses and 85 dBA L_{eq} for commercial uses, respectively; refer to Table 5.11-5. Additionally, Phase 2a construction activities would comply with the City's permitted hours of construction between 7:00 a.m. and 7:00 p.m., Monday through Saturday, pursuant to Municipal Code Section 8-11.01.

Additionally, construction activities associated with Phase 2a have the potential to overlap. Table 5.11-8 presents the approximate noise levels during overlapping construction activities (i.e., building construction, paving, architectural coating, etc.). As shown in Table 5.11-8, construction-related noise would be approximately 70.9 dBA L_{eq} and 73.8 dBA L_{eq} at the nearest residential and commercial receptors, respectively, and would not exceed the City's daytime construction noise threshold of 80 dBA L_{eq} for residential uses and 85 dBA L_{eq} for commercial uses.

Therefore, Phase 2a construction noise levels would not exceed the applicable construction noise threshold and would comply with the permitted hours of construction; construction-related noise impacts associated with Phase 2a would be less than significant.

Phase 2b
Phase 2b entails construction of the proposed Carpenter Park and its associated amenities, Building B1 (i.e., the Park Restaurant), and new frontage improvements along Thousand Oaks Boulevard. Construction activities associated with Phase 2b would include the following construction phases:

- Grading;
- Building Construction;
- Paving; and
- Architectural Coating.

The closest sensitive residential receptors to the Phase 2b construction site are the existing townhomes to the north, approximately 420 feet from the center of the Phase 2b construction activities. The closest commercial use is the restaurant building located at 2087 Thousand Oaks Boulevard to the north, approximately 200 feet from the center of the Phase 2b construction activities. The estimated construction noise levels at these nearest receptors are presented in Table 5.11-9, Phase 2b Construction Noise Levels at the Nearest Receptors.

Table 5.11-9
Phase 2b Construction Noise Levels at the Nearest Receptors

Construction Phase	Estimated Exterior Construction Noise Level at 420 feet (Center of the Phase 2b Site to Residential Uses to the North) (dBA L_{eq})	Estimated Exterior Construction Noise Level at 200 feet (Center of the Phase 2b Site to Commercial Uses to the North) (dBA L_{eq})
Grading	67.4	73.8
Building Construction	65.2	71.6
Paving	65.0	71.5
Architectural Coating	55.2	61.6
Building Construction, Paving, and Architectural Coating Overlap	68.3	74.8

Source: Refer to Appendix M, Noise Data.

Notes: These noise levels conservatively assume the simultaneous operation of all heavy construction equipment at the same precise location. Refer to Appendix M for modeled heavy construction equipment

As shown in Table 5.11-9, construction-generated noise levels would range from 55.2 dBA L_{eq} to 67.4 dBA L_{eq} at the nearest sensitive residential receptor, and construction-generated noise levels would range from 61.6 dBA L_{eq} to 73.8 dBA L_{eq} at the nearest commercial structure. It should be noted that the modeling of construction noise levels in Table 5.11-9 assumes that construction equipment would operate simultaneously and represent a worst-case scenario. At the distances of 420 feet and 200 feet, construction-related noise associated with Phase 2b would not exceed the City's daytime construction noise threshold of 80 dBA L_{eq} for residential uses and 85 dBA L_{eq} for commercial uses, respectively; refer to Table 5.11-5. Additionally, Phase 2b construction activities would comply with the City's permitted hours of construction between 7:00 a.m. and 7:00 p.m., Monday through Saturday, pursuant to Municipal Code Section 8-11.01.

Additionally, construction phases of Phase 2b have the potential to overlap. Table 5.11-9 presents the approximate noise levels during overlapping construction phases (i.e., building construction, paving, architectural coating, etc.). As shown in Table 5.11-9, construction-related noise would be approximately 68.3 dBA L_{eq} and 74.8 dBA L_{eq} at the nearest residential and commercial receptors, respectively, and would not exceed the City's daytime construction noise threshold of 80 dBA L_{eq} for residential uses and 85 dBA L_{eq} for commercial uses.

Therefore, Phase 2b construction noise levels would not exceed the applicable construction noise threshold and would comply with the permitted hours of construction; construction-related noise impacts associated with Phase 2b would be less than significant.

Phase 2c

Phase 2c would involve the demolition of approximately 48,000 square feet of an existing building area to construct approximately 80,900 square feet of new floor area. Phase 2c would also include the renovation and adaptive reuse of approximately 33,650 square feet of existing building area. Additionally, Phase 2c would involve the construction of the proposed East Main Street, including connections to Lakes Drive and a proposed roundabout between Buildings E1 and E3. Construction activities associated with Phase 2c would include the following construction phases:

- Grading;

- Building Construction;
- Paving; and
- Architectural Coating.

The closest sensitive residential receptors to the Phase 2c construction site are the existing townhomes to the north, approximately 700 feet from the center of the Phase 2c construction activities. The closest commercial receptor is the commercial building to the east, approximately 400 feet from the center of the Phase 2c construction activities. The estimated construction noise levels at these nearest receptors are presented in Table 5.11-10, Phase 2c Construction Noise Levels at the Nearest Receptors.

Table 5.11-10
Phase 2c Construction Noise Levels at the Nearest Receptors

Construction Phase	Estimated Exterior Construction Noise Level at 700 feet (Center of the Phase 2c Site to Residential Uses to the North) (dBA L_{eq})	Estimated Exterior Construction Noise Level at 400 feet (Center of the Phase 2c Site to Commercial Uses to the East) (dBA L_{eq})
Demolition	64.4	69.3
Building Construction	60.7	65.6
Paving	59.9	64.8
Architectural Coating	50.8	55.6
Building Construction, Paving, and Architectural Coating Overlap	63.5	68.4

Source: Refer to Appendix M, Noise Data.
Notes: These noise levels conservatively assume the simultaneous operation of all heavy construction equipment at the same precise location. Refer to Appendix M for modeled heavy construction equipment.

As shown in Table 5.11-10, construction-generated noise levels would range from 50.8 dBA L_{eq} to 64.4 dBA L_{eq} at the nearest sensitive residential receptor, and construction-generated noise levels would range from 55.6 dBA L_{eq} to 69.3 dBA L_{eq} at the nearest commercial structure. It should be noted that the modeling of construction noise levels in Table 5.11-10 assumes that construction equipment would operate simultaneously and represent a worst-case scenario. At the distances of 700 feet and 400 feet, construction-related noise associated with Phase 2c would not exceed the City's daytime construction noise threshold of 80 dBA L_{eq} for residential uses and 85 dBA L_{eq} for commercial uses, respectively; refer to Table 5.11-5. Additionally, Phase 2c construction activities would comply with the City's permitted hours of construction between 7:00 a.m. and 7:00 p.m., Monday through Saturday, pursuant to Municipal Code Section 8-11.01.

Additionally, construction phases of Phase 2c have the potential to overlap. Table 5.11-10 presents the approximate noise levels during overlapping construction phases (i.e., building construction, paving, architectural coating, etc.). As shown in Table 5.11-10, construction-related noise would be approximately 63.5 dBA L_{eq} and 68.4 dBA L_{eq} at the residential and commercial receptors, respectively, and would not exceed the City's daytime construction noise threshold of 80 dBA L_{eq} for residential uses and 85 dBA L_{eq} for commercial uses.

Therefore, Phase 2c construction noise levels would not exceed the applicable construction noise threshold and would comply with the permitted hours of construction; construction-related noise impacts associated with Phase 2c would be less than significant.

Phase 3
Phase 3 involves the construction of a bandshell amphitheatre and associated seating areas, and new pavement/lawn areas on the southeast portion of the project site. Construction activities associated with Phase 1 would include the following construction phases:

- Building Construction;
- Paving; and
- Architectural Coating.

As previously stated, the construction of Phase 3 would be located on the southeast portion of the project site. The closest sensitive residential receptors to the center of the Phase 3 construction activities are the existing townhomes located 750 feet to the north. The nearest commercial receptor is the adjacent commercial building to the east, approximately 150 feet away from the center of the Phase 3 construction activities. The estimated construction noise levels at the nearest receptors are presented in Table 5.11-11, Phase 3 Construction Noise Levels at the Nearest Receptors.

Table 5.11-11
Phase 3 Construction Noise Levels at the Nearest Receptors

Construction Phase	Estimated Exterior Construction Noise Level at 750 feet (Center of the Phase 3 Site to Residential Uses to the North) (dBA L_{eq})	Estimated Exterior Construction Noise Level at 150 feet (Center of the Phase 3 Site to Commercial Uses to the East) (dBA L_{eq})
Building Construction	60.4	74.3
Paving	60.8	74.7
Architectural Coating	50.2	64.1
Building Construction, Paving, and Architectural Coating Overlap	63.8	77.7

Source: Refer to Appendix M, Noise Data.
Notes: These noise levels conservatively assume the simultaneous operation of all heavy construction equipment at the same precise location. Refer to Appendix M for modeled heavy construction equipment.

As shown in Table 5.11-11, construction-generated noise levels would range from 50.2 dBA L_{eq} to 60.8 dBA L_{eq} at the nearest sensitive residential receptor, approximately 750 feet to the north of the geographical center of the Phase 3 construction site. Additionally, construction-generated noise levels would range from 64.1 dBA L_{eq} to 74.7 dBA L_{eq} at the nearest commercial structure when measured from the center of the Phase 3 construction site. It should be noted that the modeling of construction noise levels in Table 5.11-11 assumes that construction equipment would operate simultaneously and represents a worst-case scenario. At distances of 750 feet and 150 feet, construction-related noise associated with Phase 3 would not exceed the City's daytime construction noise threshold of 80 dBA L_{eq} for residential uses and 85 dBA L_{eq} for commercial uses, respectively; refer to Table 5.11-5. Additionally, Phase 3 construction activities would comply with the City's permitted hours of construction between 7:00 a.m. and 7:00 p.m., Monday through Saturday, pursuant to Municipal Code Section 8-11.01.

Additionally, the construction phases of Phase 3 have the potential to overlap. Table 5.11-11 presents the approximate noise levels during overlapping construction phases (i.e., building construction, paving, architectural coating, etc.). As shown in Table 5.11-11, construction-related noise would be approximately 63.8 dBA L_{eq} and 77.7 dBA L_{eq} at the residential and commercial receptors, respectively, and would not exceed the City's daytime construction noise threshold of 80 dBA L_{eq} for residential uses and 85 dBA L_{eq} for commercial uses.

Therefore, Phase 3 construction noise levels would not exceed the applicable construction noise threshold and would comply with the permitted hours of construction; construction-related noise impacts associated with Phase 3 would be less than significant.

Overlapping Project Phases

As discussed, the construction of Phase 1 would be completed prior to the construction of any subsequent phases. Phases 2a through 2c are physically independent from one another but have the potential to be constructed simultaneously. Phase 3 would commence upon the completion of the prior phases. Since the construction of the proposed project (Phase 2a through 2c) would have the potential for overlapping construction activities, the following evaluation quantifies the combined construction-related noise impacts. To present the worst-case scenario, the following evaluation quantifies the simultaneous construction of all three Phase 2 project phases.

According to the FTA Transit Noise and Vibration Impact Assessment Manual General Noise Assessment methodology, noise can be considered as concentrated at the center of the site. As such, the following evaluation utilizes the distance of the center of the overlapping phases (i.e., Phase 2a through 2c) to the closest residential and commercial receptors. The estimated construction noise levels at the nearest receptors are presented in Table 5.11-12, Overlapping Construction Noise Levels at the Nearest Receptors.

Table 5.11-12
Overlapping Construction Noise Levels at the Nearest Receptors

Overlapping Construction Phase	Estimated Exterior Construction Noise Level at 500 feet (Center of the Phase 2a – 2c Site to Residential Uses to the West) (dBA L_{eq})	Estimated Exterior Construction Noise Level at 400 feet (Center of the Phase 2a – 2c Site to Commercial Uses to the West) (dBA L_{eq})
Phase 2a – Grading Phase 2b – Grading Phase 2c – Demolition	72.0	74.0
Phase 2a – Building Construction Phase 2b – Building Construction Phase 2c – Building Construction	69.5	71.4
Phase 2a – Paving Phase 2b – Paving Phase 2c – Paving	67.7	69.7
Phase 2a – Architectural Coating Phase 2b – Architectural Coating Phase 2c – Architectural Coating	58.5	60.4
Phase 2a – Building Construction through Architectural Coating Phase 2b – Building Construction through Architectural Coating Phase 2c – Building Construction through Architectural Coating	71.9	73.8

Source: Refer to Appendix M, Noise Data.
Notes: These noise levels conservatively assume the simultaneous operation of all heavy construction equipment at the same precise location. Refer to Appendix M for modeled heavy construction equipment

As shown in Table 5.11-12, construction-generated noise levels from the simultaneous construction of Phase 2a through 2c would range from 58.5 dBA L_{eq} to 72.0 dBA L_{eq} at the closest residential receptor and would range from 60.4 dBA L_{eq} to 74.0 dBA L_{eq} at the closest commercial receptor. As such, construction-generated noise levels would not exceed the City's daytime construction noise threshold for residential (80 dBA L_{eq}) uses and commercial (85 dBA L_{eq}) uses. Furthermore, all construction activities would comply with the City's permitted hours of construction between 7:00 a.m. and 7:00 p.m., Monday through Saturday, pursuant to Municipal Code Section 8-11.01. Since construction noise levels would not exceed the applicable construction noise threshold and would comply with the permitted hours of construction, construction-related noise impacts from the simultaneous construction of Phases 2a through 2c would be less than significant.

Construction Trips

Construction activities would also cause increased noise along routes throughout the City due to the movement of equipment and workers, as well as haul trips. According to Caltrans, a doubling of traffic (100 percent increase) on a roadway would result in a perceptible increase in traffic noise levels (3 dBA). As such, a significant impact would occur if construction-related trips doubled existing traffic volumes. As previously discussed, the construction of the proposed project would occur in phases. Phase 1 would be completed prior to any subsequent phase (i.e., Phase 2a, Phase 2b, etc.). Phases 2a through 2c have the potential to occur simultaneously, but the construction and operation of these phases would not be physically dependent on one another. Construction of Phase 3 would occur after construction of Phases 2a through 2c is completed. Table 5.11-13, Construction Trips, displays the projected construction trips associated with each phase; refer to Appendix C. It should be noted that to present a conservative analysis, the table displays the maximum daily trips from worker, vendor, and hauling trips for each phase. Additionally, Table 5.11-13 shows the combined maximum daily trips associated with the construction of Phases 2a through 2c, since they may occur simultaneously.

Table 5.11-13
Construction Trips

Construction Trips Type	Construction Trips (ADT)[1]					
	Phase 1	**Phase 2a**	**Phase 2b**	**Phase 2c**	**Simultaneous Trips (Phases 2a through 2c)**	**Phase 3**
Worker Trips	110 trips	566 trips	30 trips	78 trips	674 trips	36 trips
Vendor Trips	2 trips	138 trips	2 trips	40 trips	180 trips	4 trips
Hauling Trips	42 trips	140 trips	3 trips	14 trips	157 trips	0 trips
Total	**154 trips**	**844 trips**	**35 trips**	**132 trips**	**1,011 trips**	**40 trips**

Source: Refer to Appendix C, Air Quality/Greenhouse Gas/Energy Data.

Notes: ADT = Average Daily Trips

Data based on Section 5.3.2 of CalEEMod outputs for each construction phase. Trips for workers, vendors, and hauling were multiplied by two to present a round trip to and from the construction site. The maximum daily trips for each trip type (worker, vendor, and hauling) was presented.

As shown in Table 5.11-13, construction of the proposed project would generate a minimum of 40 trips to a maximum of 1,011 trips per day. Due to the location of the proposed project, construction trips associated with the proposed project would travel along Thousand Oaks Boulevard and then merge onto State Route 23. Additionally, construction trips would also travel along Thousand Oaks Boulevard, Hampshire Road, and then merge onto Highway 101. According to Appendix D, Transportation Memo and Data, of the City of Thousand Oaks General Plan Update 2045 Draft Environmental Impact Report, the roadways have the following existing average daily trips (ADT):

- Thousand Oaks Boulevard between State Route 23 to Rancho Road – 22,990 ADT;
- Thousand Oaks Boulevard between Rancho Road to Erbes Road – 26,580 ADT;
- Thousand Oaks Boulevard between Erbes Road to Conejo School Road – 21,090 ADT;
- Thousand Oaks Boulevard between Conejo School Road to Hampshire Road – 19,710 ADT; and
- Hampshire Road between Thousand Oaks Boulevard to Highway 101 – 11,950 ADT.

The maximum number of construction trips associated with the proposed project (1,011 trips) would not double existing traffic volumes along surrounding roadways (i.e., Thousand Oaks Boulevard, Hampshire Boulevard). Since the construction-related trips would not double existing traffic volumes, there would not be a perceptible increase (3 dBA) in traffic noise. Additionally, mobile traffic noise from construction trips would be temporary and would cease upon project completion. Thus, impacts in this regard would be less than significant.

Operation

Based on Table 5.11-6, the noise significance thresholds become more stringent as the combined existing, project, and cumulative CNEL increases, reflecting increased sensitivity in noisier environments. At CNEL levels below 55 dBA, no increase is considered significant; however, between 55 and 60 dBA, a CNEL increase of 3.0 dBA constitutes a significant impact, while a 1.0 dBA increase represents a substantial contribution to cumulative impacts. In the 60 to 70 dBA range, the thresholds are reduced to 1.5 dBA for significance and 0.5 dBA for substantial contribution, and when CNEL exceeds 70 dBA, even a 1.0 dBA increase is considered significant due to the already elevated noise conditions.

Based on Table 5.11-2, ambient noise levels at the surrounding residential receptors range between approximately 57.5 dBA L_{eq} to 66.1 dBA L_{eq}. Accordingly, a noise increase would be considered significant if project or cumulative conditions result in an increase of 3.0 dBA at receptors with ambient noise levels between 55 and 60 dBA, or 1.5 dBA at receptors with ambient noise levels between 60 and 70 dBA.

Phase 1

Phase 1 would involve demolition of existing commercial structures, installation of utility improvements (i.e., sewer line installation, stormwater detention facilities and conveyance lines, domestic water lines, etc.), and roadway construction (proposed West Road, Oakwood Drive Extension, Oakwood Drive/West Road roundabout, etc.). Phase 1 land uses (linear improvement and bridge construction) would not require regular maintenance during operation, install new stationary noise sources, or generate additional traffic. As such, the proposed Phase 1 land uses would not generate any new sources of operational noise, and a less than significant impact would occur in this regard.

Phase 2a

Phase 2a would involve the construction of three buildings (Buildings E1 through E3), installation of roadway improvements, excavation for subterranean and podium garage foundations, and installation of utility infrastructure connections. Building E1 would include the construction and operation of a hotel building, Building E2 would include the construction and operation of a seven-story mixed-use residential building, and Building E3 would include the construction and operation of a four-story mixed-use residential building. As such, operational noise associated with Phase 2a would mainly include noise from the mechanical equipment, such as Heating, Ventilation, and Air Conditioning (HVAC) units, and crowd noise at outdoor gathering areas.

Mechanical Equipment Noise

Typically, mechanical equipment and HVAC units generate noise levels of 66 dBA at 3 feet from the source.[77] Based upon the Inverse Square Law, sound levels decrease by 6 dBA for each doubling of distance from the source.[78] The nearest sensitive receptors are the existing residential receptor buildings located immediately adjacent to the west of the project site. However, the closest structure to this receptor is Building E2, which would be constructed during Phase 2A of the project and would be located approximately 50 feet away. As previously mentioned, Building E2 is a seven-story mixed-use structure consisting of 161 residential apartments and 8,950 square feet of ground-floor commercial space. Therefore, mechanical HVAC units noise impacts would be analyzed from Building E2 to the nearest sensitive receptor to the west. Building E1 and E3 would be located further away and would be shielded from the line-of-sight from this existing off-site sensitive receptor to the west.

Due to the size of Building E2, a single central HVAC system would be installed to provide heating and cooling throughout the building. At a distance of 50 feet, HVAC noise from a central HVAC system would be approximately 42 dBA. As shown in Table 5.11-3, ambient noise levels at the residential receptor to the west of the project site are approximately 57.5 dBA L_{eq}. The introduction of noise generated from mechanical noise (42 dBA L_{eq}) would increase ambient noise levels to 57.6 dBA. As such, mechanical noise generated from the proposed project would increase the ambient noise levels by 0.1 dBA and would not exceed the significance threshold of 3.0 dBA. Further, HVAC equipment

[77] Elliot H. Berger, Rick Neitzel, and Cynthia A. Kladden, Noise Navigator Sound Level Database with Over 1700 Measurement Values, July 26, 2015.
[78] Cyril M. Harris, Noise Control in Buildings, 1994.

currently exists on the rooftops of existing buildings, and thus, the project's HVAC equipment would not represent new noise sources in the project area. As such, impacts would be less than significant in this regard.

Outdoor Activity Areas

Outdoor activity area noise that is typical of residential land uses includes children playing, pets, amplified music, and pool and spa equipment operation. Noise from outdoor activities would primarily occur during the "daytime" activity hours, assuming noise decreases during nighttime hours (e.g., people go to sleep and/or close their windows). Residential uses include multi-family residential uses in either mixed-use buildings or apartment/multi-family buildings. The potential noise impacts from such outdoor activity areas would be dependent on various factors, including the type, scale, and intensity of use of such facilities, the orientation of projects in relation to the activity area, the proximity of sensitive receptors, and the background ambient noise level. Per Assembly Bill 1307 and Public Resources Code Section 21085, "the effects of noise generated by [residential] project occupants and their guests on human beings is not a significant effect on the environment."

Crowd Noise

Crowd noise levels associated with Phase 2a operational activities are estimated using published reference sound levels for typical human activity, adjusted for distance attenuation and shielding effects. Calculations are intended to represent conservative conditions and are used to assess whether potential noise exposure would exceed applicable operational noise thresholds. Clarifying assumptions regarding reference levels and receptor distances provides clear information and consistency.

Due to the nature of Phase 2a land uses, outdoor gathering areas would be located throughout the project site. These areas would be accessed by the public and would have the potential to generate crowd noise. Noise generated by groups of people (i.e., crowds) depends on several factors, including vocal effort, impulsiveness, and the random orientation of the crowd members. According to Prediction of Crowd Noise, crowd noise is approximately 62 dBA at one meter (i.e., 3.28 feet) from the source.[79,80] Noise has a decay rate due to distance attenuation, which is calculated based on the Inverse Square Law. Based upon the Inverse Square Law, sound levels decrease by 6 dBA for each doubling of distance from the source.[81] The closest sensitive receptors are the existing residential uses located immediately to the west of the project site. However, as previously stated, the nearest mixed-use building, Building E2, would be located approximately 50 feet away.

At a distance of 50 feet, crowd noise would be approximately 23 dBA L_{eq}. A noise level of approximately 38 dBA L_{eq} would not increase the noise levels above typical ambient noise levels in an urban environment. As shown in Table 5.11-3, ambient noise level at the residential receptor to the west of the project site is approximately 57.5 dBA L_{eq}. As such, the proposed Phase 2a crowd noise levels would not exceed the existing ambient noise levels. Therefore, impacts would be less than significant.

Phase 2b

Phase 2b involves constructing the proposed Carpenter Park and its associated amenities, Building B1, which would be used as a restaurant, and construction of new frontage improvements along Thousand Oaks Boulevard. Carpenter Park would function as a central gathering place and would accommodate community events and civic gatherings. As such, operational noise associated with Phase 2b would mainly include noise from the mechanical equipment, HVAC units on Building B1, and crowd noise at Carpenter Park. The nearest sensitive receptor to the Phase 2b area would be existing townhomes (Sensitive Receptor 2), and an existing senior care facility located approximately 300 feet north of the proposed Building B1 and Carpenter Park, refer to Exhibit 5.11-1.

[79] Crowd noise is estimated at 60 dBA at one meter (3.28 feet) away for raised normal speaking. This noise level would have a +5 dBA adjustment for the impulsiveness of the noise source, and a -3 dBA adjustment for the random orientation of the crowd members. Therefore, crowd noise would be approximately 62 dBA at one meter from the source.

[80] Hayne, M.J., Prediction of Crowd Noise, November 2006.

[81] Ibid.

Mechanical Equipment Noise

As previously stated, typically, mechanical equipment HVAC units generate noise levels of 66 dBA at 3 feet from the source. Based upon the Inverse Square Law, sound levels decrease by 6 dBA for each doubling of distance from the source.[82] HVAC units' noise levels at the nearest sensitive receptor to the north (i.e., the existing senior care facility) would be approximately 36 dBA. As shown in Table 5.11-3, ambient noise levels at the senior care facility are approximately 58.4 dBA L_{eq}. The introduction of noise generated from mechanical noise (36 dBA L_{eq}) would not increase the existing ambient noise levels. As such, the mechanical noise generated from the proposed project would not exceed the significance threshold of 3.0 dBA over the existing conditions. Impacts would be less than significant in this regard.

Outdoor Activity Areas

Phase 2b of the proposed project would construct Carpenter Park, which includes a restaurant along the Thousand Oaks Boulevard frontage. Carpenter Park would function as a central gathering place and would accommodate community events and civic gatherings. These areas would be accessed by the public and would have the potential to generate crowd noise. As previously stated, noise generated by groups of people (i.e., crowds) is dependent on several factors, including vocal effort, impulsiveness, and the random orientation of the crowd members. According to Prediction of Crowd Noise, crowd noise is approximately 62 dBA at one meter (i.e., 3.28 feet) from the source.[83,84] Noise has a decay rate due to distance attenuation, which is calculated based on the Inverse Square Law. Based upon the Inverse Square Law, sound levels decrease by 6 dBA for each doubling of distance from the source.[85] The closest sensitive receptor to the proposed Carpenter Park would be existing townhomes (Sensitive Receptor 2) located approximately 300 feet to the north; refer to Exhibit 5.11-1.

At a distance of 300 feet, crowd noise would be approximately 23 dBA L_{eq}. A noise level of approximately 23 dBA L_{eq} would not increase the noise levels above typical ambient noise levels in an urban environment. While noise measurements were not taken at the townhomes, noise measurements were taken at the multi-family residential uses and senior care facility to the west and east, respectively, that were similar distances away as the townhomes to the project site. Noise measurements conducted at these receptors indicate that ambient noise levels range from 58.4 to 58.9 dBA L_{eq}; refer to Table 5.11-3. The introduction of noise generated from crowd noise (23 dBA L_{eq}) would not increase the ambient noise levels. As such, crowd noise would not increase ambient noise levels by 3.0 dBA, and impacts would be less than significant in this regard.

Phase 2c

Phase 2c would involve demolishing approximately 48,000 square feet of an existing building area to construct approximately 80,900 square feet of new floor area. Phase 2c would also include the renovation and adaptive reuse of approximately 33,650 square feet of existing building area. Due to the nature of Phase 2c, it would not install new stationary noise sources beyond existing conditions. Overall, the proposed Phase 2c would include renovating the existing CAP building and would not generate any new sources of operational noise. Thus, a less than significant impact would occur in this regard.

Phase 3

Phase 3 includes constructing a bandshell amphitheatre, associated seating areas, and new pavement/lawn areas on the southeast portion of the project site. The nearest sensitive receptor would be the existing townhomes (Sensitive Receptor 2), and the senior care facility located approximately 300 feet north of the proposed amphitheatre. It should

[82] Cyril M. Harris, Noise Control in Buildings, 1994.

[83] Crowd noise is estimated at 60 dBA at one meter (3.28 feet) away for raised normal speaking. This noise level would have a +5 dBA adjustment for the impulsiveness of the noise source, and a -3 dBA adjustment for the random orientation of the crowd members. Therefore, crowd noise would be approximately 62 dBA at one meter from the source.

[84] Hayne, M.J., Prediction of Crowd Noise, November 2006.

[85] Ibid.

also be noted that there are existing buildings located between the proposed amphitheatre and the nearest sensitive receptor, which would block the line-of-sight and provide noise shielding by approximately 10 to 15 dBA.[86]

Amphitheatre Event Noise

The amphitheatre is expected to host events up to approximately 100 times per year, with events that could be scheduled any day of the week during daytime hours. Operational noise would include noise associated with the speakers and crowd activities during the events The average noise levels during rock, pop, and hip hop concerts would be approximately 106 dBA at the loudest location (near the speakers).[87] For the purposes of this analysis, crowd noise is not evaluated independently, as noise generated by the amplified speaker system represents the primary and controlling source of event-related noise. As previously stated, the nearest sensitive receptor would be the existing townhomes (Sensitive Receptor 2), and the senior care facility located approximately 300 feet north of the proposed amphitheatre.

At a distance of 300 feet, the amphitheatre noise levels would be approximately 56 dBA L_{eq}. While noise measurements were not taken at the townhomes, noise measurements were taken at the multi-family residential uses and senior facility to the west and east, respectively, that were similar distances to the townhomes from the project site. Noise measurements conducted at these receptors indicate that ambient noise levels range from 58.4 to 58.9 dBA L_{eq}; refer to Table 5.11-3. The introduction of noise generated from the proposed amphitheatre (56 dBA L_{eq}) would not increase the ambient noise levels over existing conditions. Furthermore, there are existing commercial buildings between the proposed amphitheatre and the sensitive receptors to the north that would provide additional noise reduction and screening. As such, amphitheatre noise levels would not increase ambient noise levels by 3.0 dBA, and impacts would be less than significant in this regard.

Off-Site Mobile Noise

Roadway segment noise levels for the "Existing" and "Existing with Project" scenarios were compared to evaluate project-related operational mobile noise impacts. According to Table 5.11-14, Existing and Existing With Project Traffic Noise Levels, under the "Existing" scenario, noise levels at 100 feet from the roadway centerline would range from 49.0 dBA to 61.7 dBA CNEL. Existing baseline traffic noise levels would not be greater than 65 dBA CNEL along the surrounding roadways, such as Thousand Oaks Boulevard and Dallas Drive.

Table 5.11-14
Existing and Existing With Project Traffic Noise Levels

Roadway Segment	Existing (2025)	Existing with Project					Difference in dBA CNEL 100 Feet from Roadway Centerline
	dBA CNEL @ 100 Feet from Roadway Centerline	ADT[1]	dBA CNEL @ 100 Feet from Roadway Centerline	70 CNEL Noise Contour	65 CNEL Noise Contour	60 CNEL Noise Contour	
Thousand Oaks West of Dallas Drive	61.7	20,494	62.2	-	65	140	0.5
Thousand Oaks East of Dallas Drive	61.6	20,935	62.3	-	66	142	0.7
Dallas Drive	49.0	889	45.9	-	-	-	0.0

Source: Based on traffic data provided by project Applicant; refer to Appendix O, Traffic, Circulation, and VMT Study.
Notes: ADT = average daily traffic; dBA = A-weighted decibels
ADTs are based on Appendix O, Traffic, Circulation, and VMT Study, prepared for the project and have taken the project distribution into consideration.

[86] United States Department of Transportation, Federal Highway Administration, Highway Traffic Noise Analysis and Abatement Policy and Guidance, https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide05.cfm, accessed December 15, 2025.
[87] Elliot H. Berger, Rick Neitzel, and Cynthia A. Kladden, Noise Navigator Sound Level Database with Over 1700 Measurement Values, July 26, 2015.

According to Section 5.14, Transportation, of this EIR, the proposed project would generate a total net of 5,876 trips per day after taking into account internal trip credits and deducting trips generated from the existing on-site uses. However, it should be noted that the proposed project would result in fewer trips along Dallas Drive compared to existing conditions. Under the "Existing with Project" scenario, noise levels at 100 feet from the roadway centerline would range from 45.9 dBA to 62.3 dBA CNEL. Table 5.11-14 compares the increase in noise levels between the "Existing" scenario and the "Existing With Project" scenario. As shown, the increase in noise levels between the two scenarios would range from 0.0 dBA to 0.7 dBA CNEL. Further, it should be noted that "Existing With Project" scenario noise levels along Dallas Drive (45.9 dBA CNEL) would be less than existing conditions (49.0 dBA CNEL).

Based on Table 5.11-6, when the resulting combined CNEL at a noise-sensitive land use falls within the 60 to 70 dBA range, a long-term operational traffic noise impact would be considered significant only if noise levels increase by 1.5 dBA or greater. As shown in Table 5.11-14, the change in noise levels between the "Existing" scenario and the "Existing With Project" scenario would be less than 1.5 dBA for all roadway segments. Further, "Existing With Project" scenario traffic noise levels would remain below the City's land use compatibility standards of 65 dBA CNEL at these roadway segments. Therefore, project-related traffic would not result in permanent noise increases that meet or exceed the applicable long-term noise increase thresholds, and long-term operational traffic noise impacts would be less than significant.

Conclusion

In conclusion, both construction and operational noise impacts resulting from the proposed project would be less than significant.

As construction noise levels would remain below applicable significance thresholds, the use of construction noise reduction techniques identified in General Plan Noise Element Policy N-3.2 is not necessary to reduce impacts to be less than significant; however, the measures required by Policy N-3.2 will be applied as standard conditions of approval.

Impacts on On-Site Receptors

Construction Noise Impacts

Since the proposed project would be constructed in various phases, construction activities may impact future sensitive receptors within the project site (i.e., CAP and the proposed hotel and residential uses in Buildings E1 through E3). To present the worst scenario, the construction phase (i.e., building construction, paving, architectural coating) with the highest potential to generate construction noise from the various phases (i.e., Phase 1, Phase 2a, Phase 2b, etc.) is used to determine potential impacts on on-site sensitive receptors. As previously stated, according to the FTA Transit Noise and Vibration Impact Assessment Manual General Noise Assessment methodology, noise can be considered concentrated at the center of the site. As such, the following construction evaluation uses the distance from the center of each phase to existing and proposed on-site receptors to determine if construction noise exceeds applicable thresholds. Construction noise levels would be quantified and compared against the City's construction noise standards. As such, the project would result in a significant impact if project-related construction activities' noise exceeds construction noise standard of 80 dBA L_{eq} at residential receptors and 85 dBA L_{eq} at commercial receptors and if construction occurs outside of the permissible hours as outlined in Municipal Code Section 8-11.01.

The estimated construction noise levels at the nearest on-site receptors are presented in Table 5.11-15, Construction Noise Levels at On-Site Receptors.

Table 5.11-15
Construction Noise Levels at On-Site Receptors

Construction Phase with the Highest Potential for Construction Noise	Closest On-Site Receptor and its Distance from the Center of Construction Activities[1]	Estimated Exterior Construction Noise Level (Center of the Construction Activities to the Closest On-Site Receptor) (dBA L_{eq})[2]	Construction Noise Threshold (dBA L_{eq})[3]	Threshold Exceeded?
Phase 1 – Linear, Grading & Excavation	Civic Center – 250 Feet	75.2	85	No
Phase 2a – Grading	Civic Center – 250 Feet	74.2	85	No
Phase 2b – Grading	Civic Center – 200 Feet	73.8	80	No
Phase 2c – Demolition	Hotel (Building E1) – 150 Feet	77.8	80	No
Phase 3 – Paving	Civic Center – 115 Feet	77.1	85	No

Source: Refer to Appendix M, Noise Data.

Notes:

The distance was measured from the approximate center of construction activities to the receptor's property boundary line. The distance assumes that each phase would occur independently from one another. For example, Phase 2c would assume that the construction of the hotel (constructed under Phase 2a) was completed and occupied prior to its construction start date.

These noise levels conservatively assume the simultaneous operation of all heavy construction equipment at the same precise location. Refer to Appendix M for modeled heavy construction equipment.

Noise threshold based on the City's established noise threshold; refer to Table 5.11-5. The Civic Center "receptor" utilizes the commercial threshold, while the Hotel "receptor" utilizes the residential threshold. While hotel use can be classified as a commercial use, this structure is proposed to support short- and long-term accommodation. As such, to present a conservative analysis, the residential threshold was used for this land use.

As shown in Table 5.11-15, construction-generated noise levels would range from 73.8 dBA L_{eq} to 77.8 dBA L_{eq} at the on-site receptors (i.e., CAP and proposed hotel use [Building E1]). As discussed above, the noise levels presented in Table 5.11-15 represent a worst-case scenario in which all construction equipment operates simultaneously. Additionally, construction-generated noise levels would not exceed the City's daytime construction noise threshold for commercial (85 dBA L_{eq} – CAP) and residential (80 dBA L_{eq} – proposed residential and hotel) uses. All construction activities would comply with the City's permitted hours of construction between 7:00 a.m. and 7:00 p.m., Monday through Saturday, pursuant to Municipal Code Section 8-11.01. Therefore, construction noise levels would not exceed the applicable construction noise threshold and would comply with the permitted hours of construction. Construction-related noise impacts to on-site receptors would be less than significant in this regard.

As construction noise levels would remain below applicable significance thresholds, the use of construction noise reduction techniques identified in General Plan Noise Element Policy N-3.2 is not necessary to reduce impacts to be less than significant; however, the measures required by Policy N-3.2 will be applied as standard conditions of approval.

Operational Noise Impacts

As previously noted, the proposed project would be constructed in five phases. This section evaluates operational noise impacts for Phases 2a, 2b, 2c, and 3; Phase 1 is excluded because it involves only roadway and utility improvements and would not generate operational noise sources. Although Phases 2a, 2b, and 2c could be constructed concurrently, this analysis conservatively assumes sequential completion of each phase to isolate operational impacts. Each subsequent phase introduces new on-site sensitive receptors—such as the CAP, hotel, and mixed-use residential uses—that could be affected by operational noise from later phases. The analysis quantifies potential operational noise levels from project-generated sources (e.g., mechanical equipment, amplified sound, and outdoor activities) using reference noise levels, distance attenuation based on the inverse square law, and shielding assumptions where intervening structures provide line-of-sight obstruction.

Although site-specific noise measurements were not conducted within the project site, representative measurements from nearby locations indicate that ambient noise levels at the project site. Based on Table 5.11-2, measured ambient

noise levels at the surrounding receptors range between approximately 57.5 dBA L_{eq} to 66.1 dBA L_{eq}. Accordingly, a noise increase would be considered significant if project or cumulative conditions result in an increase of 3.0 dBA at receptors with ambient noise levels between 55 and 60 dBA, or 1.5 dBA at receptors with ambient noise levels between 60 and 70 dBA.

Phase 2a

Phase 2a would introduce three primary structures: Building E1 (hotel), Building E2 (seven-story mixed-use residential), and Building E3 (four-story mixed-use residential). Operational noise sources during this phase would primarily include mechanical equipment such as HVAC units and activity-related noise from outdoor gathering areas associated with these uses. The existing on-site sensitive receptors during Phase 2a operation would be those within the CAP. The nearest building to the existing CAP would be Building E1 and would be located adjacent to the CAP building. Due to the size of Building E1, a single central HVAC system would be installed to provide heating and cooling throughout the building. At a distance of 50 feet, HVAC noise from a central HVAC system would be approximately 42 dBA. Furthermore, HVAC noise is currently present in the project vicinity from existing buildings in the area, and thus, the project would not introduce a new noise source.

Although site-specific noise measurements were not conducted within the project site, representative measurements from nearby locations indicate that ambient noise levels in the vicinity range from 57.5 to 66.1 dBA L_{eq}; refer to Table 5.11-3. Therefore, operational HVAC noise would be well below existing ambient conditions and is not anticipated to result in a perceptible increase in noise levels at the on-site sensitive receptors.

Phase 2b

Phase 2b would include the development of Carpenter Park and associated amenities, as well as Building B1, which would operate as a park restaurant. Operational noise sources during this phase would primarily consist of mechanical equipment (e.g., HVAC units for the restaurant) and activity-related noise from outdoor park uses and dining areas. Activity-related noise from the park would be intermittent and generally comparable to existing noise levels at the park. Sensitive receptors during Phase 2b operation would include the CAP and the hotel and residential uses introduced in Phase 2a. The nearest receptors to the Building B1 HVAC units would be those within the existing CAP, located approximately 250 feet away, followed by Building E3, located about 300 feet west. At a distance of 250 feet, HVAC noise from a central HVAC system would be approximately 24 dBA.

As previously stated, site-specific noise measurements were not conducted within the project site; representative measurements from nearby locations indicate that ambient noise levels in the vicinity range from 57.5 to 66.1 dBA L_{eq}; refer to Table 5.11-3. Therefore, operational HVAC noise would be well below existing ambient conditions and is not anticipated to result in a perceptible increase in noise levels at the on-site sensitive receptors.

Phase 2c

Phase 2c would involve the temporary relocation of City staff and the demolition and renovation of the existing CAP area. Operational noise sources during this phase would primarily consist of mechanical equipment associated with temporary facilities (e.g., HVAC units) and activity-related noise from staff operations. Sensitive receptors during Phase 2c operation would include the hotel (Building E1) and mixed-use residential buildings (E2 and E3) introduced in Phase 2a. The nearest receptor to temporary HVAC units would be the hotel, located approximately 25 feet from the construction and renovation area. However, Phase 2c would not install new stationary noise sources over the existing conditions. As such, the proposed Phase 2c would include renovating the existing CAP building and would not generate any new sources of operational noise, and a less than significant impact would occur in this regard.

Phase 3

Phase 3 would involve the construction and operation of Building B2 (bandshell) and the amphitheatre, which would introduce amplified sound sources associated with live performances and events. As previously stated, the amphitheatre is anticipated to host up to approximately 100 events per year, scheduled on any day of the week during

daytime hours. Operational noise sources would include amplified sound from speakers and crowd activities during events. For the purposes of this analysis, crowd noise is not evaluated independently, as noise generated by the amplified speaker system represents the primary and controlling source of event-related noise. Based on reference data for live music performances, average noise levels during rock, pop, and hip hop concerts can reach approximately 106 dBA at the loudest location near the speakers. Sensitive receptors during Phase 3 operation would include the hotel (Building E1), mixed-use residential buildings (E2 and E3), and CAP. The closest receptor is CAP, located immediately adjacent to the amphitheatre area, followed by Carpenter Park located approximately 50 feet to the north, Building E1 located approximately 360 feet to the west, and Building E3 located approximately 415 feet to the northwest. However, Buildings E1 and E3 are not in the direct line of sight of the amphitheatre, as they are shielded by Building C1 (CAP). Therefore, for the purpose of this analysis, operational noise impacts from the amphitheatre are analyzed at all four on-site receptors.

The estimated amphitheatre noise levels at the nearest on-site receptors are presented in Table 5.11-16, Amphitheatre Noise Levels at On-Site Receptors.

Table 5.11-16
Amphitheatre Noise Levels at On-Site Receptors

Receptor	Distance (feet)	Amphitheatre Noise Levels at Receptor Building	Amphitheatre Noise Levels at Receptor Building after Noise Reduction (approximately 10 dBA) due to Shielding[1]	Threshold Exceeded?
CAP (C1)	25	78.1	--	Yes
Carpenter Park	50	72.1	--	Yes
Building E1 (Hotel)	360	55.0	45.0	No
Building E3 (Mixed-Use Residential)	415	53.8	43.8	No

Source: United States Department of Transportation, Federal Highway Administration, https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide05.cfm, accessed December 15, 2025.

Notes: The CAP (Building C1) is located between the proposed amphitheatre and the sensitive receptor buildings (Building E1 and E3), which would block the line-of-sight and provide noise shielding by approximately 10 to 15 dBA.

Therefore, amphitheatre noise levels have the potential to exceed ambient noise levels at the CAP and Carpenter Park. As such, impacts would be potentially significant.

However, the proposed project would be required to implement Mitigation Measure NOI-1, which requires preparation of a project-specific detailed noise impact study once the final site plan is confirmed, including final stage location, speaker configuration, and event operations. The noise study would evaluate amplified and non-amplified amphitheatre events, assess noise levels at nearby sensitive receptors (including elevated receptors), and confirm compliance with applicable City of Thousand Oaks noise standards. If necessary, the study would identify and require implementation of feasible operational mitigation measures to ensure compliance. Therefore, with implementation of MM NOI-1, noise impacts from the proposed amphitheatre on existing on-site receptors would be reduced to a less-than-significant level.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. At full programmatic buildout, the adaptive reuse and outdoor amphitheatre components would allow up to approximately 24,970 square feet of commercial uses and 84,150 square feet of institutional uses, including up to 2,744 institutional performance venue seats. The Project-Level construction

and operational noise analyses are applicable to the adaptive reuse and outdoor amphitheatre components because future activities would involve similar construction methods, equipment types, and operational characteristics, would affect the same sensitive receptors, and would be subject to the same applicable noise standards and regulatory controls and mitigation measures.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that are located in areas with differing noise conditions. Although implementation of this component could result in a minor, temporary increase in roadway noise levels associated with employee relocation, such increases would be minimal and would not result in significant noise impacts. Additionally, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts related to substantial noise increases.

MITIGATION MEASURES

PROJECT-LEVEL ANALYSIS

MM NOI-1 To reduce potential noise impacts from amphitheatre events on nearby sensitive receptors, the amphitheatre operator shall prepare a project-specific detailed noise impact study, as follows:

1. Once the detailed site plan is finalized, including the final stage location, speaker configuration, and event operations, a project-specific detailed noise impact study shall be prepared by a qualified acoustical consultant prior to operation of the amphitheatre. The study shall evaluate amplified and non-amplified events at the amphitheatre and assess noise levels at all nearby sensitive receptors, including elevated receptors (e.g., upper floors of adjacent buildings), under worst-case operating scenarios.
2. The noise study shall demonstrate compliance with the City of Thousand Oaks General Plan 2045 Noise Element significance criteria for long term operational noise, as identified in Table 5.11-6, including applicable noise increase thresholds at sensitive receptors. If the study identifies exceedances of the applicable significance thresholds, feasible mitigation measures shall be identified and implemented to reduce noise levels to below the applicable thresholds. Such measures may include, but are not limited to, limitations on amplified sound levels, restrictions on hours of operation, limitations on the number of amplified events per month, and/or other operational controls.
3. Any recommended mitigation measures shall be implemented prior to commencement of amphitheatre events and shall be subject to review and approval by the City of Thousand Oaks Planning Division.

PROGRAMMATIC-LEVEL ANALYSIS

MM NOI-1 is also applicable to the adaptive reuse and outdoor amphitheatre components because these components would introduce noise sources to nearby sensitive receptors.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

Groundborne Vibration/Noise Levels

Impact NOI-2	**The proposed project would not generate excessive groundborne vibration or groundborne noise levels.**

Impact Analysis

Project-Level Analysis

Construction

Construction-related vibration levels would vary by phase. The highest potential vibration levels would be associated with demolition and foundation construction activities, while later phases of construction, including building framing and finishing, would generate substantially lower vibration levels. The vibration analysis conservatively assumes vibration-generating activities representative of the most intensive construction phases. As a result, conclusions regarding vibration impacts are applicable to all construction phases.

Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. The operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

As discussed above, the construction of the proposed project would occur in phases. At this time, specific construction methods and foundation systems have not been finalized; therefore, equipment typically associated with demolition and deep foundation construction (such as hoe rams, drill rigs, or similar vibration-generating equipment) could be required. The vibration analysis conservatively assumes vibration-generating activities representative of the most vibration-intensive construction phases. Accordingly, conclusions regarding vibration impacts are applicable to all construction phases. The vibration evaluation conservatively utilizes the closest structure to assess groundborne vibration levels associated with construction activities. The nearest structure to the project site is the single-family residence located at 156 Oakwood Drive, which is adjacent to the project site. This residence represents the closest sensitive receptor to anticipated Phase 1 construction activities and is located at greater distances from Phases 2a, 2b, 2c, and 3 construction activities. As a result, vibration levels at this receptor would be temporary and intermittent, occurring only when construction equipment operates in close proximity during Phase 1 activities, and would progressively diminish as construction equipment moves farther away during subsequent project phases. Since the nearest structure is a residential dwelling, the following evaluation uses the FTA's architectural damage criterion for continuous vibration at older residential buildings of 0.20 inch/sec PPV to determine significant vibration impacts, consistent with General Plan EIR NOI-3. The City has not developed a significance threshold criterion for human annoyance. As such, this evaluation also uses the FTA's human reaction criterion of 0.2 in/sec PPV for vibration annoyance at the nearest residential receptors. Vibration levels below this threshold are generally not associated with adverse human response or building damage.

Based on the information provided by the project Applicant, construction activities would not involve pile driving or other similar vibration generating equipment. However, the proposed project would include vibratory rollers during all phases of construction. Typical vibration levels for construction equipment that would be anticipated to be used with such construction are provided in Table 5.11-17, Vibration Levels for Construction Equipment.

Table 5.11-17
Vibration Levels for Construction Equipment

Construction Equipment	Approximate peak particle velocity at 25 feet (inch/sec)	Distance (feet) for peak particle velocity < 0.2 inch/sec
Vibratory Roller	0.210	27.0
Hoe Ram	0.089	12.0
Cassion Drilling	0.089	12.0
Large Bulldozer	0.089	12.0
Loaded Trucks	0.076	11.0
Jackhammer	0.035	6.0
Small Bulldozer	0.003	5.0

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

Notes: ADT = Average Daily Trips

1. Calculated using the following formula:

$PPV_{equip} = PPV_{ref} \times (25/D)^{1.1}$

where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance

PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the FTA Transit Noise and Vibration Impact Assessment Guidelines

D = the distance from the equipment to the receiver

As shown in Table 5.11-17, vibration velocities from typical construction equipment operation would range from 0.003 to 0.089 inch/second PPV at 25 feet from the source of activity and would not exceed the FTA's 0.2 inch/sec PPV significance threshold for older residential buildings and human annoyance criteria of 0.2 inch/sec PPV at 25 feet.

However, when vibratory rollers are used, vibration levels would range from approximately 0.210 inch/sec PPV at the same distance and would exceed both the FTA's human annoyance and structural damage criterion. However, Table 5.11-17 also identifies the minimum buffer distances required for each equipment type to reduce vibration levels to below the 0.2 in/sec PPV threshold. For example, vibratory rollers would operate approximately 27 feet from the nearest sensitive receptor building to remain below the established FTA's threshold for both architectural damage and human annoyance. As previously stated, specific project-level construction details are not yet available, it is not currently feasible to quantify construction-related vibration impacts at individual sensitive receptor buildings during each phase. It should be also noted that construction activities occur throughout the project and are not concentrated at a single point. Further, consistent with General Plan Update mitigation measure General Plan EIR NOI-3, the project should not use vibratory rollers within 25 feet of an existing sensitive receptor building and where applicable, appropriate vibration attenuation measures such as equipment setbacks, alternative construction methods (use of static rollers in place of vibratory rollers), or monitoring would be implemented to ensure compliance with FTA standards. It should be noted that, General Plan EIR Mitigation Measure NOI-3 was adopted as part of the City's General Plan Update and applies to all future development projects. The proposed project would be required to comply with this mitigation measure through conditions of approval. Because construction-related vibration impacts associated with the proposed project are consistent with those analyzed in the General Plan EIR, and because compliance with GP EIR NOI-3 would be ensured at the project level, no additional project-specific mitigation measure is required. For the purposes of this analysis, and assuming standard construction practices and setbacks are applied as per General Plan EIR NOI-3, construction-related vibration impacts would be less than significant.

Operation

The project would involve the construction of roadways, commercial, residential, and institutional buildings. These land uses would not generate ground-borne vibration during their operation that could be felt by surrounding users. The project operation would not involve railroads or substantial heavy truck operations and therefore would not result in vibration impacts on surrounding uses. Thus, no impact would occur in this regard.

Conclusion

Overall, the proposed project construction and operation-related vibration impacts would be less than significant.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. The Project-Level Analysis applies to the adaptive reuse and outdoor amphitheatre components because these activities would involve similar construction methods, equipment, and exposure conditions, would affect the same receptors, and would be subject to the same vibration thresholds and mitigation requirements. Further, the adaptive reuse and outdoor amphitheatre components would not include land uses that would result in operational vibration impacts. As such, no impacts would occur in this regard.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that are located in areas with differing noise and vibration sources. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts related to groundborne vibration.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Less than significant impacts would occur.

Excessive Noise Levels from Airport Activity

Impact NOI-3	**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 would not expose people residing or working in the project area to excessive noise levels.**

Impact Analysis

Project-Level Analysis

The nearest public use airport to the project site is Camarillo Airport, which lies approximately 13.2 miles to the west of the project site. According to Exhibit C1, Existing and Ultimate Noise Contours, of Ventura County's Airport Master Plan for Camarillo Airport – Camarillo, California (dated February 2010), the project site is not located within the Camarillo Airport noise contours.[88] Additionally, the project site is not in the vicinity of a private airstrip. Therefore, no impact related to airport noise would occur.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. The adaptive reuse and outdoor amphitheatre components would be located at a similar distance as the development component and thus would be located outside of the Camarillo Airport

[88] Ventura County, Airport Master Plan for Camarillo Airport – Camarillo, California, https://vcportal.ventura.org/AIRPORTS/docs/document_library/Camarillo_Airport_Master_Plan_(Draft_Final).pdf. Accessed November 5, 2025.

Influence Area and would not be located within the vicinity of a private airstrip or any airport land use plan, or within two miles of a public airport. As such, no impacts would occur in this regard.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that may be located closer to or farther from the Camarillo Airport. However, the Camarillo Airport is located outside of City boundaries; therefore, no potential off-site location for the temporary relocation component would be located in proximity to the Camarillo Airport. Additionally, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts related to airport activity and noise.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: No impact would occur.

5.11.5 Cumulative Impacts

Geographic Scope

When determining whether the overall noise (and vibration) impacts from cumulative projects would be cumulatively significant, and whether the proposed project's incremental contribution to any significant cumulative impacts would be cumulatively considerable, it is important to note that noise and vibration are localized occurrences; as such, they decrease rapidly in magnitude as the distance from the source to the receptor increases. Therefore, only those cumulative projects identified in Table 4-1, Cumulative Project Lists, of this EIR that are in the direct vicinity of the project study areas and those that are considered influential in regard to noise and vibration would have the potential to be considered in a cumulative context with the proposed project's incremental contribution.

Substantial Noise Increase In Excess of Standards

- The proposed project, combined with other cumulative projects, would not 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.

Impact Analysis

Construction

Construction activities associated with the proposed project and cumulative projects may overlap, resulting in construction noise in the project vicinity. However, construction noise impacts primarily affect the areas immediately adjacent to the construction site. The closest related project to the proposed project site would be Related Project #18, located at 1850 East Thousand Oaks Boulevard, approximately 75 feet to the west. Additionally, another close related project is Related Project #4, located at 2200 East Thousand Oaks Boulevard, approximately 75 feet to the east. While detailed construction schedules for these projects are not available, it is reasonable to assume that construction would involve typical heavy equipment such as excavators, loaders, graders, cranes, and concrete mixers during site preparation and structural phases, with smaller equipment used for paving and finishing work. These types of equipment can generate noise levels ranging from 80 to 90 dBA at 50 feet, which would attenuate with distance but remain audible at sensitive receptors within 75 feet.

At these distances, short-term construction noise impacts associated with Related Project #18 would be audible at the sensitive receptors that are potentially affected by the proposed project. However, construction activities associated with Related Projects #18 and #4, and all related projects within the City, would be required to comply with the City's

allowable construction hours pursuant to Municipal Code Section 8-11.01, and be required to mitigate their respective construction noise impacts if they exceed the City's applicable construction noise threshold; refer to Table 5.11-5. As the project's construction noise impacts would be less than significant, the project's cumulative impacts in this regard would not be cumulatively considerable. A less than significant impact would occur.

Operation

Mobile Noise

Using existing ADT along surrounding roadways and related-projects' ADT, mobile noise along Thousand Oaks Boulevard (east and west of Dallas Drive) and Dallas Drive was modeled under Existing and Cumulative (Future with Project) scenarios. Mobile noise was modeled using the Federal Highway Administration's Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVNO) Emissions Levels. Table 5.11-18, Future Traffic Noise Levels, presents the noise levels under each scenario.

Table 5.11-18
Vibration Levels for Construction Equipment

Roadway Segment	Existing	Cumulative (Future with Project)	Cumulative - Existing
	dBA CNEL @ 100 Feet from Roadway Centerline	dBA CNEL @ 100 Feet from Roadway Centerline	Difference In dBA CNEL Between Cumulative and Existing @ 100 feet
Thousand Oaks West of Dallas Drive	61.7	62.5	0.7
Thousand Oaks East of Dallas Drive	61.6	62.5	0.9
Dallas Drive	49.0	45.9	-3.1

Source: Based on traffic data provided by the project applicant.
Federal Highway Administration, Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVNO) Emissions Levels.
Notes: ADTs are based on Appendix O, Traffic, Circulation, and VMT Study, prepared for the project and have taken the project trip distribution into consideration.

As shown in Table 5.11-18, the combined ADT from related projects and the proposed project would increase the noise levels along Thousand Oaks Boulevard and Dallas Drive by 0.0 and 0.9 dBA, respectively. As such, the proposed project would not cause the exceedance of the incremental effects criteria of 1.0 dBA. Since the implementation of the proposed project would not result in a new cumulative significant impact along other roadways, the proposed project would not result in a cumulatively significant impact.

Mechanical Equipment Noise

Although cumulative projects have been identified within the project vicinity, noise generated by stationary sources on a given site cannot be quantified due to the speculative nature of each development. Each cumulative project would require separate discretionary approval and CEQA assessment, which would address potential noise impacts and identify necessary attenuation measures, where appropriate. Additionally, as noise dissipates as it travels away from its source, noise impacts from stationary sources would be limited to each of the respective sites and their vicinities. The nearest cumulative projects to the project site would be Related Project #18 (1850 East Thousand Oaks Boulevard Project) and Related Project #4 (2200 East Thousand Oaks Boulevard Project). However, as noted above, the proposed project would not result in significant stationary noise impacts that would significantly affect surrounding sensitive receptors. Thus, the proposed project would not result in cumulatively considerable stationary noise impacts. Impacts in this regard would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Less than significant impacts would occur.

Groundborne Vibration/Noise Levels

- The proposed project, combined with other cumulative projects, would not generate excessive groundborne vibration or groundborne noise levels.

Impact Analysis

As stated above, construction activities associated with the proposed project and cumulative projects may overlap. However, cumulative development projects would be required to conduct project-specific analysis to determine potential impacts and implement any required mitigation measures that may be deemed necessary on a project-by-project basis. Despite the potential for overlap, groundborne vibration generated at the project site during construction would not exceed Caltrans's 0.3 inch/second PPV threshold. The nearest cumulative projects to the project site would be Related Project #18 (1850 East Thousand Oaks Boulevard Project) and Related Project #4 (2200 East Thousand Oaks Boulevard Project). Given the distance, no cumulative short- or long-term vibration impacts would occur. As such, the project's contribution to cumulative vibration impacts would be less than cumulatively considerable.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Less than significant impacts would occur.

5.11.6 Significant Unavoidable Impacts

No significant unavoidable impacts related to noise have been identified.

5.12 Population and Housing

This section identifies the existing population, housing, and employment statistics within the City of Thousand Oaks and project site, as applicable, and provides an analysis of potential impacts associated with project implementation. More specifically, this impact analysis evaluates how project implementation would induce direct or indirect population, housing, or employment growth in the City. The following analyses are based primarily on data obtained from the 2020 U.S. Census, California Department of Finance (2024 data), California Employment Development Department (2024 data), and Southern California Association of Governments' (SCAG) *Connect SoCal: Regional Transportation Plan/Sustainable Communities Strategy (2024-2050 RTP/SCS)*.

5.12.1 Existing Setting

Population

Population data for the County of Ventura and City of Thousand Oaks is presented in Table 5.12-1, Population Estimates and Projections, below.

Table 5.12-1
Population Estimates and Projections

Year	County of Ventura	City of Thousand Oaks	City of Thousand Oaks as Percent of County of Ventura
Population			
2020[1]	843,843	126,966	15%
Existing Conditions (January 2025)[2]	829,005	122,468	14.8%
2020-2025 Change	*-14,838*	*-4,498*	-
2020-2025 % Change	*-1.8%*	*-3.5%*	-
2050 SCAG Forecast[3]	**852,000**	**135,600**	15.9%
2025-2050 Change	*+8,157*	*+8,634*	-
2025-2050 % Change	*+0.97%*	*+6.8%*	-

Sources:

[1] U.S. Census Bureau. *2020 Profile of General Population and Housing Characteristics.* 2020. https://data.census.gov/table/DECENNIALDP2020.DP1?t=Housing+Units:Populations+and+People&g=050XX00US06111_16_160XX00US0678582. Accessed December 15, 2025.

[2] State of California Department of Finance. *E-1 Population and Housing Estimates for Cities, Counties, and the State – January 1, 2024 and 2025.* May 2025. https://dof.ca.gov/media/docs/forecasting/Demographics/estimates-e1/E-1_2025_InternetVersion.xlsx. Accessed December 15, 2025.

[3] Southern California Association of Governments. *Connect SoCal 2024 Demographics and Growth Forecast Technical Report.* April 4, 2024. https://www.scag.ca.gov/sites/default/files/2024-05/23-2987-tr-demographics-growth-forecast-final-040424.pdf. Accessed December 15, 2025.

County of Ventura

According to Table 5.12-1, the County's 2020 population was approximately 843,843 persons and is currently estimated to be 829,005 persons, representing a decrease in population of approximately 1.8 percent from 2020 to 2025.

Based on the 2024-2050 RTP/SCS, SCAG projects the County's population to increase to approximately 852,000 persons by 2050, an approximately 0.97 percent increase from 2025 to 2050.

City of Thousand Oaks

The City of Thousand Oaks is the second most populous city in Ventura County. As indicated in Table 5.12-1, the City's population was an estimated 126,966 persons in 2020 and is currently estimated to be approximately 122,468 persons, representing a decrease in population of approximately 3.5 percent from 2020 to 2025.

SCAG forecasts the City's population to increase to approximately 135,600 persons by 2050, a 6.8 percent increase from 2025 to 2050. Comparatively, the City is expected to grow at a faster rate than the County. By 2050, the City is forecasted to constitute approximately 15.9 percent of the County's total population, similar to existing conditions.

Housing

Housing data for the County and City is presented in Table 5.12-2, Housing Inventory Estimates and Projections.

Table 5.12-2
Housing Inventory Estimates and Projections

Year	Dwelling Units	
	County of Ventura	City of Thousand Oaks
2020[1]	279,715	46,620
Existing Conditions (January 2025)[2]	300,727	48,493
2020-2025 Change	*+21,012*	*+1,873*
2020-2025 % Change	*+7.5%*	*+4.0%*
2025 Vacancy Rate[3]	4.7%	3.1%
2025 Persons per Household[3]	2.85	2.57
2050 SCAG Forecast[4,5]	**332,946**	**52,169**
2025-2050 Change	*+32,219*	*+3,676*
2025-2050 % Change	*+10.7%*	*+7.6%*

Sources:

[1] U.S. Census Bureau. *2020 Profile of General Population and Housing Characteristics.* 2020. https://data.census.gov/table/DECENNIALDP2020.DP1?t=Housing+Units:Populations+and+People&g=050XX00US06111_16_160XX00US0678582. Accessed December 15, 2025.

[2] State of California Department of Finance. *E-1 Population and Housing Estimates for Cities, Counties, and the State – January 1, 2024, and 2025.* May 2025. https://dof.ca.gov/media/docs/forecasting/Demographics/estimates-e1/E-1_2025_InternetVersion.xlsx. Accessed December 15, 2025.

[3] State of California Department of Finance. *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2020-2025, with 2020 Benchmark*. May 2025. https://dof.ca.gov/media/docs/forecasting/Demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2025/E-5_2025_InternetVersion.xlsx. Accessed December 16, 2025.

[4] Southern California Association of Governments. *Connect SoCal 2024 Demographics and Growth Forecast Technical Report.* April 4, 2024. https://www.scag.ca.gov/sites/default/files/2024-05/23-2987-tr-demographics-growth-forecast-final-040424.pdf. Accessed December 15, 2025.

[5] Dwelling unit forecasts are based on 2025 vacancy rates and SCAG forecasted household estimates.

County of Ventura

The County's housing inventory was estimated to be 279,715 dwelling units in 2020 and is currently estimated to be 300,727 dwelling units, representing an increase of approximately 7.5 percent between 2020 and 2025.

Vacancy rates are a measure of the general availability of housing. They also indicate how well the types of available units meet the housing market demand. A low vacancy rate suggests that households may have difficulty finding housing within their price range, whereas a high vacancy rate indicates that either the units available are not suited to the population's needs or there is an oversupply of housing units. The availability of vacant housing units provides households with choices of type and price to accommodate their specific needs. Low vacancy rates can result in higher prices, limited choices, and settling for inadequate housing. Low vacancy rates may also contribute to overcrowding. A vacancy rate between 4.0 and 6.0 is considered "healthy". The US Census Bureau defines a household as a group of people who occupy a housing unit. A household differs from a dwelling unit because the number of dwelling units includes both occupied and vacant dwelling units. Typically, not all of the population in a given area lives in households. A portion of the population often lives in group quarters, such as board and care facilities or student housing. As of 2025, the County has an estimated vacancy rate of 4.7 percent and an average household size of 2.85.

SCAG forecasts the County's housing inventory to reach 318,000 by 2050. Assuming a 4.7 percent vacancy rate, the County's housing inventory is forecast to total approximately 332,946 dwelling units by 2050, representing an increase of approximately 10.7 percent between 2025 and 2050; refer to Table 5.12-2.

City of Thousand Oaks

The City's housing inventory was an estimated 46,620 dwelling units in 2020 and is currently estimated to be approximately 48,493 dwelling units, representing an increase of approximately 4 percent from 2020 to 2025; refer to Table 5.12-2. Comparatively, the City's housing growth rate between 2020 and 2025 was lower than the County's growth rate of 7.5 percent for the same period.

As indicated in Table 5.12-2, the City's 2025 vacancy rate is estimated to be approximately 3.1 percent, and the average household size is 2.57. Comparatively, the City has a lower vacancy rate than the County's overall vacancy rate of 4.7 percent, and the City has a smaller household size than the County's average household size of 2.85.

SCAG forecasts the City's housing inventory to reach 50,600 by 2050. Assuming a 3.1 percent vacancy rate, the City's housing inventory is anticipated to increase to 52,169 dwelling units by 2050, representing an increase of approximately 7.6 percent between 2025 and 2050; refer to Table 5.12-2.

As required by the California Department of Housing and Community Development (HCD), SCAG establishes a Regional Housing Needs Allocation (RHNA) for each of its member jurisdictions. This targeted approach to identifying housing need is a mechanism to meter the region's growth, so that the RHNA effectively addresses and tempers housing supply and demand in the SCAG region. For the 2021-2029 Housing Element Cycle, the City received a RHNA allocation of 2,621 units[89]; based on the current housing inventory estimate of 48,493 dwelling units, the RHNA allocation indicates the need for a 5.4 percent increase in dwelling units in the City. The 2021-2029 RHNA allocated 2,261 units by income category, including 735 units for very low-income, 494 units for low-income, 532 for moderate-income, and 860 for above moderate-income. The City's 2021-2029 Housing Element outlines how the City plans to accommodate this increase in residential development, including through rezoning underutilized parcels, such as those within the project site, to accommodate residential or mixed-use development. Table 5.12-3, City of Thousand Oaks 2021-2029 RHNA Allocation, presents the City's 2021-2029 RHNA allocation distributed between income categories.

Table 5.12-3
City of Thousand Oaks 2021-2029 RHNA Allocation

Income Category	Sixth Cycle (2021-2029) RHNA Allocation (units)
Extremely Low[1]	368
Very Low[1]	367
Low	494
Moderate	532
Above Moderate	860
Total	**2,261**

Sources:

[1] The RHNA did not specifically identify growth needs for extremely low-income (ELI) households. Consistent with State law, the City's ELI need is assumed to be one-half of the very-low-income category, and sites considered suitable for lower income housing may also accommodate ELI units. The City's 2021-2029 Housing Element divides the very-low-income RHNA allocation between the ELI and very-low-income categories.

89 City of Thousand Oaks General Plan. 2021-2029 Housing Element. January 2022. Accessed December 16, 2025.

Employment

Jurisdictions throughout California have used jobs-to-housing (jobs/housing) ratios as an overall indicator of both availability of jobs in an area, providing residents with an opportunity to work locally, and availability of housing, providing employees with adequate housing opportunities. The jobs/housing balance is the ratio of jobs to housing in a given metropolitan sub-area. It may be considered at the metro/regional level, municipality level, or an area linked by commuter transit means. If the jobs/housing balance is too high, adequate housing may be unaffordable or unavailable to employees in that area, leading to issues such as housing unaffordability and traffic congestion from workers commuting from outside the area. If the jobs/housing balance is too low, this may indicate inadequate job availability for area residents. Therefore, an appropriate balance of jobs and housing is considered beneficial as it provides residents with an opportunity to work locally and avoid employment-related commuting to other places in the region. However, a ratio that strictly measures jobs per housing unit may not accurately convey whether a city has a healthy balance of jobs and housing units, as some community dynamics may affect the ratio, such as large retirement communities. Additionally, the jobs/housing ratio does not indicate the types of jobs available or if wages are commensurate with housing prices. It should be noted that a ratio of 1.0 or greater generally indicates that a community provides adequate employment opportunities, potentially allowing its residents to work within the community (rather than commuting to neighboring cities).

Table 5.12-4, Employment Estimates and Projections, details the existing and projected employment data for the County and City.

Table 5.12-4
Employment Estimates and Projections

Year	County of Ventura		City of Thousand Oaks	
	Employment	Unemployment Rate	Employment	Unemployment Rate
Existing Conditions – December 2025[1]	403,600	5.1%	60,800	4.6%
2050 SCAG Forecast[2]	**376,000**	-	**88,000**	-
2025-2050 Change	*-27,600*	-	*+27,200*	-
2025-2050 % Change	*-6.8%*	-	*+44.7%*	-

Sources:

[1] California Employment Development Department, Labor Market Information Division. *Monthly Labor Force Data for Cities and Census Designated Places (CDP) December 2025.* December 12, 2025. https://labormarketinfo.edd.ca.gov/file/lfmonth/ventusub.xls. Accessed December 16, 2025.

[2] Southern California Association of Governments. *Connect SoCal 2024 Demographics and Growth Forecast Technical Report.* April 4, 2024. https://www.scag.ca.gov/sites/default/files/2024-05/23-2987-tr-demographics-growth-forecast-final-040424.pdf. Accessed December 15, 2025.

County of Ventura

According to the California Employment Development Department, the County has an estimated 403,600 jobs and an unemployment rate of 5.1 percent as of December 2025. SCAG projections indicate the County will have an estimated 376,000 jobs by 2050, which would constitute a decrease of approximately 6.8 percent from 2025 to 2050.[90]

City of Thousand Oaks

As indicated in Table 5.12-4, the City has an estimated 60,800 jobs and an unemployment rate of 4.6 percent as of December 2025. SCAG projections indicate that the number of jobs within the City is forecast to increase by 27,200 jobs by 2050, an increase of approximately 44.7 percent.

[90] The SCAG's forecasted employment for the County of Ventura for 2025 was 371,000. Using this number, the SCAG projected an overall increase in employment for the County from 2025 to 2050. Based on the California Employment Development Department's monthly labor force data for the County from December 2025, the County had a greater employment number than the SCAG predicted, which resulted in the projected decrease in employment shown in Table 5.12-4. However, the employment trends forecast by the SCAG in the 2024 RTP/SCS are expected to remain the same. Therefore, the County is still expected to see an overall increase in employment by 2050 in exceedance of the SCAG projections, compared to existing conditions.

As of December 2025, the jobs/housing ratio in the City of Thousand Oaks is approximately 1.25. By 2050, the City's jobs/housing ratio is anticipated to increase to 1.69 due to a higher forecasted increase in jobs but a lower forecasted increase in housing.

5.12.2 Regulatory Setting

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

Federal

There are no federal plans, policies, regulations, or laws related to population and housing applicable to the proposed project.

State

California Government Code Section 65584(a)(1)

Pursuant to California Government Code Section 65584(a)(1), the California Department of Housing and Community Development (HCD) is responsible for determining the regional housing needs assessment (segmented by income levels) for each region's planning body, known as a "council of governments" (COG), SCAG being the COG serving the Southern California area. HCD prepares an initial housing needs assessment and then coordinates with each COG to arrive at the final regional housing needs assessment.

Senate Bill 375

Senate Bill (SB) 375, adopted in October 2008, calls upon each of California's Metropolitan Planning Organizations (MPOs) to develop an integrated transportation, land use, and housing plan known as a Sustainable Communities Strategy (SCS). The SCS must demonstrate how the region will reduce greenhouse gas (GHG) emissions through long-range planning. SB 375 also requires the RHNA, which anticipates housing needs for local jurisdictions, to conform to the SCS, which is an opportunity to advocate for increased access to and distribution of affordable housing across the region. Connect SoCal (2024-2050 RTP/SCS) is the SCS for the SCAG region.

State Housing Element Law

California State law for Housing Elements (California Government Code Article 10.6) requires each city and county to prepare and maintain a current Housing Element as part of the community's general plan. This requirement allows California to attain a Statewide goal of providing "decent housing and a suitable living environment for every California family." These statutes, under Government Code Sections 65580-65589.9, mandate that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. The law recognizes that for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development. As a result, State housing policy rests largely on the effective implementation of local general plans and, in particular, housing elements. Additionally, Government Code Section 65588 dictates that housing elements must be updated at least once every 8 years and reviewed by HCD.

As part of its Housing Element Law, California requires that each county and city develop local housing programs to meet their "fair share" of future housing growth needs for all income groups, as determined by the California Department of Finance. The regional COGs, including SCAG, are tasked with distributing the State-projected housing growth needs for their region among their city and county jurisdictions by income category. This fair share allocation is referred to as the Regional Housing Needs Allocation (RHNA) process. The RHNA represents the minimum number of housing units each community is required to plan for through a combination of: (1) zoning "adequate sites" at suitable densities to provide affordability, and (2) housing programs to support production of below-market rate units.

Assembly Bill 2853

SCAG has been designated by the State and the federal government as the official MPO for the six counties in its jurisdiction. Assembly Bill (AB) 2853, enacted in 1980, requires all cities to address their regional "fair share allocation" of housing needs by income group in their general plan housing elements. SCAG allocates housing needs for each city and county in the region according to four specified income levels, so that each jurisdiction can make plans to provide for its "fair share" of regional housing needs by income group, pursuant to California Government Code Section 65584(a). SCAG reviews projects of regional significance for consistency with regional plans, prepares the RHNA, and provides a policy guide for planning the region's housing, economic development, environmental quality, transportation, recreation, and health and safety.

Fair Employment and Housing Act

The Fair Employment and Housing Act of 1959 (Government Code Section 12900 et seq.) prohibits housing discrimination based on race, color, religion, sexual orientation, marital status, national origin, ancestry, familial status, disability, or source of income.

The Unruh Civil Rights Act

The Unruh Civil Rights Act of 1959 (Civil Code Section 51) prohibits discrimination in "all business establishments of every kind whatsoever." The provision has been interpreted to include businesses and persons engaged in the sale or rental of housing accommodations.

Relocation Assistance: California Government Code Section 7261(a)

Section 7261(a) of the California Government Code requires that programs or projects undertaken by a public entity must be planned in a manner that: (1) recognizes, at an early stage in the planning of the programs or projects and before the commencement of any actions that will cause displacements, the problems associated with the displacement of individuals, families, businesses, and farm operations, and (2) provides for the resolution of these problems in order to minimize adverse impacts on displaced persons and to expedite program or project advancement and completion. The displacing agency must ensure that the relocation assistance advisory services are made available to all persons displaced by the public entity. If the agency determines that any person occupying property immediately adjacent to the property where the displacing activity occurs is caused substantial economic injury because of the displacement, the agency may also make the advisory services available to that person.

Regional

Southern California Association of Governments (SCAG)

SCAG functions as the MPO for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, as well as incorporated cities within those counties, and as such, it develops, adopts, and maintains regional housing, population, and employment growth forecasts for local governments in all six counties. These estimates and projections are used for both federal and State long-range planning efforts and enable the proper planning of infrastructure and facilities to adequately meet the needs of anticipated growth. Additionally, these forecasts are used to help develop and analyze potential impacts stemming from both public and private sector projects.

On April 4, 2024, SCAG's Regional Council adopted the 2024-2050 RTP/SCS, a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2024-2050 RTP/SCS includes projections through 2050, accounting for a combination of recent and past trends and reasonable key technical assumptions.

SCAG uses three major growth indicators for the region: population, households, and employment. SCAG's regional forecast maintains the balance between employment, population, and households due to their interrelationship,

assuming that employment growth is a driving force of regional population and household growth. Population, household, and employment estimates and forecasts are maintained at the jurisdictional and county level.

Regional Housing Needs Assessment (RHNA)

As noted above, California's Housing Element law requires that each jurisdiction develop local housing programs to meet its "fair share" of regional housing needs for all income groups, as determined by the HCD. In cooperation with HCD, local governments and regional Councils of Government (COGs), including SCAG, are charged with deciding the existing and projected housing needs as a share of the Statewide housing need of their city or region. COGs are tasked with distributing the State-projected housing growth needs by income category for their regions between their city and county jurisdictions.

The RHNA is an assessment process performed periodically as part of housing element and general plan updates at the local level. The RHNA quantifies the housing need by income group within each jurisdiction during specific planning periods. The 6th RHNA cycle covers the housing element planning period from October 2021 through October 2029. The *6th Cycle Final RHNA Allocation Plan* was approved by the HCD on March 22, 2021. SCAG prepared the region's RHNA allocation in October 2020 to address the State-mandated regional housing need determination for the 2021-2029 planning period and to fairly distribute the housing needs throughout the region. The RHNA allows communities to anticipate growth so that collectively, the region can grow in ways that enhance quality of life, improve access to jobs, promote transportation mobility, and address social equity and fair share housing needs.

The RHNA represents the minimum number of housing units each community is required to plan for through a combination of: (1) zoning adequate sites at suitable densities to provide affordability, and (2) housing programs to support production of below-market rate units. The City of Thousand Oaks' allocations from the 6th Cycle RHNA, distributed among the four income categories, are shown in Table 5.12-3 above.

Local

City of Thousand Oaks General Plan 2045

The City of Thousand Oaks General Plan 2045 (General Plan) includes a Land Use Element that outlines a comprehensive set of goals and policies addressing neighborhood preservation, employment areas, commercial and retail areas, sustainable buildings, and environmental justice.

The General Plan Land Use Element goals relevant to the proposed project and population and housing are listed below:

Citywide Urban Structure and Pattern of Development

- **Goal LU-1:** Create a land use pattern of development that preserves existing neighborhoods while providing opportunities for targeted infill projects in strategic locations to enhance the quality of life, preserve the natural environment, and ensure the long-term fiscal viability of Thousand Oaks.
    - **Policy 1.3 Balance character and infill:** Maintain community character while promoting infill development that brings needed housing, amenities, and jobs to the City.
    - **Policy 1.5 Mixed-use development:** Allow mixed-use developments, consistent with the General Plan land use map, to support a healthy jobs/housing balance, promote walkability, and increase economic vibrancy.

Residential Neighborhoods

- **Goal LU-3:** Promote a diversity of housing types for Thousand Oaks residents through all stages of life.

- **Policy 3.1 Diversity of housing:** Promote a diversity of housing types in locations throughout the City, specifically in neighborhood areas that contain goods and services, parks and open space, and public schools in a walkable setting.
- **Policy 3.2 Housing for different life stages and incomes:** Encourage new housing types for all residents including young professionals, older adults, and middle- and low-income families.

- **Goal LU-4:** Support the creation of safe, affordable, and sanitary housing for all ages, income levels, and abilities.
  - **Policy 4.5 Affordable housing stock:** Increase the number and diversity of affordable housing units in the City and encourage housing of varying income levels and unit sizes/floor plans.
  - **Policy 4.6 Affordable housing locations:** Focus on locating affordable housing close to areas with retail and services and in high resource areas as identified in the California Tax Credit Allocation Committee (TCAC)/Departmet of Housing and Community Development (HCD) Opportunity Map.

Mixed-Use Areas

- **Goal LU-5:** Enhance quality of life, enable active modes of transportation, and provide housing opportunities with vibrant mixed-use areas.
  - **Policy 5.1 Mixed-use development:** Actively encourage vertical or horizontal mixed-use development projects, especially in areas with underperforming retail and service uses, including adding multifamily residential uses to underperforming buildings or surface parking lots.

Downtown

- **Goal LU-13:** Create a Downtown Core that is a vibrant and welcoming place that serves as the "heart of the City".
  - **Policy 13.8 Retail and service market area:** Create a vibrant and captive market to support local businesses by promoting mixed-use with housing, retail and dining, hotels, and a diversity of housing types (in terms of size of units, affordability, and tenure) in and around the Downtown Core area.

The General Plan includes a Community Facilities and Services Element that outlines a comprehensive set of goals and policies addressing the sustainability of the water supply and distribution system, sanitary sewer system, drainage and water quality facilities, and solid waste disposal, and planning for public safety, schools, and other public, civic, and service facilities.

The General Plan Community Facilities and Services Element goals relevant to the proposed project and population and housing are listed below:

Public Buildings and Services

- **Goal CFS-12:** Provide high quality, safe, well-maintained, and sustainable facilities, and services for City operations.
  - **Policy 12.5 Surplus public property for affordable housing:** Prioritize use of surplus public buildings and property for affordable housing.

City of Thousand Oaks 2021-2029 Housing Element

The Housing Element is one of the seven required elements of the General Plan. The City Council adopted the 6th Cycle 2021-2029 Housing Element on January 25, 2022, and the revised 6th Cycle Housing Element on December 5, 2023. The General Plan incorporates the 2021-2029 Housing Element. The Housing Element identifies and establishes the City's strategy for the maintenance and development of housing to meet the needs of existing and future residents. It

establishes goals that guide City decision-making and an action program to implement housing goals for the State-designated eight-year planning period from October 2021 through October 2029. The City's housing strategy is based on a comprehensive evaluation of progress made under the previous Housing Element (2014-2021); an assessment of existing and projected housing needs for the 2021-2029 projection period; an analysis of constraints to housing development; a detailed inventory of land where new housing can be built, including vacant residential and underutilized residential sites; continued support for the development of affordable housing; and continuation of housing programs relative to fair housing and housing for persons with special needs.

Consistency with the 2021-2029 Housing Element is described in Section 5.10, Land Use and Planning.

City of Thousand Oaks Municipal Code, Zoning Ordinance

Thousand Oaks Municipal Code Title 9, Chapter 4 constitutes the Zoning Ordinance for the City. Article 18 of the Zoning Ordinance establishes guidelines for design review in all zone types, to achieve consistent site, landscape, and building theme design. Design review criteria require existing design standards in addition to existing zoning regulations, and these standards specify land uses, densities, and intensities for various zoning districts in Article 18. Zoning regulations provide for the types and densities of residential and other uses permitted in each of the City's zones. The Zoning Code for the City of Thousand Oaks establishes the maximum allowable development in a zone. Zoning also includes height limitations and other development standards, which regulate setbacks, building heights, floor-area ratios, open space, and parking for each parcel in the City, as applicable.

5.12.3 Impact Thresholds and Significance Criteria

CEQA Significance Criteria

During the preparation of this EIR, Appendix G of the CEQA Guidelines was used as the thresholds of significance for evaluating impacts associated with the proposed project. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) (refer to Impact Statement POP-1); and/or

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere (refer to Impact Statement POP-2).

Based on the aforementioned standards and/or criteria, the effects of the proposed project have been categorized as one of the two following levels of significance: 1) "less than significant impact"; or 2) "significant and unavoidable impact." If a potentially significant impact cannot be reduced to a less than significant level through the incorporation of mitigation measures, the impact is classified as a significant and unavoidable impact for the purposes of CEQA.

5.12.4 Impacts and Mitigation Measures

The proposed project involves two components: (1) development of two mixed-use buildings, a hotel, a park, a restaurant, associated infrastructure, hardscape, landscaping, and site improvements (herein referenced as the "development component"), and (2) development of a bandshell and associated amphitheatre, the adaptive reuse of the existing Civic Arts Plaza, and the temporary relocation of City staff and in-person public services associated with the existing City Hall to off-site location(s) within existing permitted office space within City boundaries (herein referenced as the "adaptive reuse, outdoor amphitheatre, and temporary relocation components"). An evaluation of the CEQA thresholds follows.

Unplanned Population Growth

Impact POP-1	**The proposed project would not 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).**

Impact Analysis

Project-Level Analysis

A project can induce population growth in an area, either directly (for example, by proposing new homes and/or businesses), or indirectly (for example, through extension of roads or other infrastructure).

The proposed project would involve the development of two mixed-use buildings with ground-floor retail and a combined total of 240 residential units (Buildings E2 and E3), a 142-room hotel with associated food/beverage uses, banquet space, and other guest amenities (Building E1); a park, restaurant (Building B1), and associated infrastructure, hardscape, landscaping, and site improvements. The project site is currently designated by the General Plan Land Use Element as Institutional. The proposed project includes a change to the General Plan land use designation of a 5.33-acre portion of the project area from Institutional to Mixed-Use; refer to Exhibit 3-4 in Section 3, Project Description. The 5.33-acre portion would constitute project subarea E, which includes Buildings E1, E2, and E3. No other land use designation changes are proposed. Building B1 and the park would be located within a portion of the project site designated as Institutional.

The Mixed-Use designation allows for multi-story, multi-use infill development in potential growth areas of the City. The intent is to allow for single use retail areas to redevelop with higher intensity uses and to allow for more multi-family residential uses within the City. The designation is intended to allow for a diverse mix of residential and/or commercial uses. Uses may be mixed either vertically or horizontally and single-use buildings are allowed. Allowed uses include retail, restaurants, entertainment, bars, service commercial uses, office buildings, hotels, multi-family buildings and attached single-family, such as rowhouses or townhomes, religious institutions, daycare centers, parks, schools, and other public facilities. The Institutional designation allows public facilities, utilities, public and private schools and colleges, hospitals, religious institutions, public and quasi-public institutions, and public and private recreation and open space.

The entire project area is located within the Civic Arts Plaza Specific Plan (SP-11), which provides a comprehensive framework for land use, infrastructure improvements, and regulation of the existing SP-11 area. The SP-11 area is currently divided into five subareas: A, B, C, C-1, and D. The project proposes to amend the SP-11 subarea boundaries of Subareas B and C, to align with proposed improvements, eliminate Subarea C-1, and establish a new Subarea E, amend the permitted uses and development standards associated with Subareas B, C, and E, and establish other design and development processes, requirements, and procedures to guide the implementation of the proposed project.

The proposed land use designations would correlate with SP-11 and would allow for higher intensity uses at the project site, as intended in the General Plan and the original SP-11. Overall, buildout of the development component of the proposed project (excluding the adaptive reuse and outdoor amphitheatre components, which are analyzed below), would result in approximately 157,512 square feet of non-residential development (i.e., commercial/retail) and 240 dwelling units, resulting in direct population growth. Estimating employee residential location decisions would be speculative, given that many personal factors influence personal housing location decisions (i.e., family income levels and the cost and availability of suitable housing in the local area); there is also an expectation that existing residents of the City would constitute a portion of the workforce. Table 5.12-5, Development Component Population Increase Assumptions, details the anticipated population increase that would result from project implementation.

Table 5.12-5
Development Component Population Increase Assumptions

Development	Additional Population	Population Increase Justification
RESIDENTIAL		
Building E2, Residential Component	443	The additional population is calculated based on the estimated number of people per household as provided by the City of Thousand Oaks Housing Element (2.75) multiplied by the number of units anticipated to be built. Building E2 would include 161 units (161 x 2.75 = 443).
Building E3, Residential Component	217	The additional population is calculated based on the estimated number of people per household as provided by the City of Thousand Oaks Housing Element (2.75) multiplied by the number of units anticipated to be built. Building E3 would include 79 units (79 x 2.75 = 217).
Residential Total	**660**	
EMPLOYEES		
Building B1, Restaurant	16	The additional population is based on Table II-A, Derivation of Square Feet per Employee Based on Median Employees per Acre and Median FAR, Other Retail/Svc. Land use, of the Employment Density Study Summary Report, dated October 31, 2001, prepared for the Southern California Association of Governments, prepared by The Natelson Company, Inc.[1] Building B1 would have 6,725 square feet of commercial space. The median employment density for this use type is 412 square feet per employee. (6,725/412 = 16)
Building E1, Hotel	68	The additional population is based on Table II-A, Derivation of Square Feet per Employee Based on Median Employees per Acre and Median FAR for the Five Counties (SCAG) region, Hotel/Motel Land use.[1] The hotel use would have 122,873 square feet of space, including the ground floor restaurant, rooftop bar, banquet/meeting space, and hotel administration. The median employment density for this use type is 1,804 square feet per employee. (122,873/1,804 = 68)
Building E2, Commercial Component	22	The additional population is based on Table II-A, Derivation of Square Feet per Employee Based on Median Employees per Acre and Median FAR for Ventura County, Other Retail/Svc. Land use.[1] The commercial component use would have approximately 8,866 square feet of retail space. The median employment density for this use type is 412 square feet per employee. (8,866/412 = 22)
Building E3, Commercial Component	46	The additional population is based on Table 11A, Derivation of Square Feet per Employee Based on Median Employees per Acre and Median FAR for Ventura County, Other Retail/Svc. Land use.[1] The commercial component use would have approximately 19,048 square feet of retail space. The median employment density for this use type is 412 square feet per employee. (19,048/412 = 46)
Employees Total	**152**	
POPULATION INCREASE TOTAL	**812**	

Sources:

[1] The Natelson Company, Inc. Southern California Association of Governments. *Employment Density Study Summary Report.* 2001. PDF. Accessed December 02, 2025.

While Table 5.12-5 identified a current citywide average household size of 2.57 persons per household, the use of 2.75 for household size is consistent with the Housing Element assumptions for new multi-family development and provides a conservative estimate of potential population growth.

Based on Table 5.12-5, buildout of the development component of the proposed project would introduce up to 660 residents, 240 dwelling units, and 152 jobs to the City. It is anticipated that a portion of the workforce would be drawn from existing residents or nearby communities. Employment-related population change is influenced by numerous factors, including housing availability, household preferences, and commute patterns, and cannot be predicted with certainty. As such, the assumptions used in this analysis are conservative and likely to overstate, rather than understate, potential population effects. Therefore, the proposed development component would increase the population by a total of 812.

The City's General Plan EIR was adopted in 2023 and includes buildout assumptions through 2045. The General Plan EIR buildout assumptions include development of the project site into the "Downtown Core". As such, Table 5.12-6, Proposed Development Component Buildout Compared to General Plan EIR Buildout, compares the anticipated population, housing, and employment growth associated with the proposed development component with that of the General Plan EIR buildout. As indicated in Table 5.12-6, the growth generated by the proposed development component would be within the General Plan EIR buildout assumptions for the 2045 buildout year.

Table 5.12-6
Proposed Development Component Buildout Compared to General Plan EIR Buildout

Description	City of Thousand Oaks		
	Population	Housing	Employment
Existing Conditions (2025)[1]	122,468	48,493	60,800
Proposed Project (Development Component Only)	812	240	152
Total *(Including Proposed Project)*	123,280	48,733	60,952
Existing Conditions at General Plan EIR Adoption (2023)	124,439[2]	48,207[2]	60,200[3]
General Plan EIR Buildout (2045)	20,700	7,871	11,845
Total *(Existing Conditions 2023 + General Plan EIR Buildout 2045)*	145,139	56,078	72,045
Net Difference *(General Plan Buildout Total – Project Buildout with Existing Conditions)*	**21,855**	**7,345**	**11,089**

Sources:

[1] Refer to Tables 5.12-1, 5.12-2, and 5.12-4 above regarding existing 2025 population, housing, and employment, respectively.

[2] City of Thousand Oaks General Plan EIR. 2023.

[3] California Employment Development Department, Labor Market Information Division. *Annual Averages Labor Force Data for Cities and Census Designated Places (CDP) 2023.* March 28, 2025. https://labormarketinfo.edd.ca.gov/file/lfhist/23aasub.xls. Accessed December 17, 2025.

Table 5.12-7, Proposed Development Component Buildout Compared to SCAG Growth Forecasts, compares the development component's anticipated population, housing, and employment growth with SCAG's population, housing, and employment forecasts for 2050 for the County and City.

Table 5.12-7
Proposed Development Component Buildout Compared to SCAG Growth Forecasts[1]

Description	County of Ventura			City of Thousand Oaks		
	Population	Housing	Employment	Population	Housing	Employment
Existing Conditions (2025)	829,005	300,727	403,600	122,468	48,493	60,800
Proposed Project (Development Component Only)	812	240	152	812	240	152
Total *(Including Proposed Project)*	829,817	300,967	403,752	123,280	48,733	60,952
SCAG 2050 Forecasts	852,000	332,946	376,000	135,600	52,169	88,000
Net Difference *(SCAG 2050 Forecasts – Project Buildout with Existing Conditions)*	**22,179**	**31,979**	**-27,752**	**12,316**	**3,436**	**27,044**

Sources:
[1] Refer to Tables 5.12-1, 5.12-2, and 5.12-4 above regarding population, housing, and employment, respectively.

As indicated in Table 5.12-7, the anticipated population, housing, and employment growth generated by the proposed development component buildout would be within the SCAG's 2050 growth projections for the City. Additionally, the anticipated population and housing growth generated by the proposed development component would be within the SCAG's 2050 growth projections for the County; however, anticipated growth in employment would exceed SCAG projections. The 2025 projections for employment for the County in the 2024 RTP/SCS were lower than the County's employment numbers determined by the State's Employment Development Department in December 2025. Therefore, as of 2025, employment in the County already exceeds the SCAG projections, including for 2050, which generates the negative net difference in Table 5.12-7. Nonetheless, the overall SCAG projection of growth in employment for the County between 2025 and 2050 is expected to remain the same. Therefore, the proposed development component's employment growth would be within the long-term growth projections for the County. Additionally, the project site is located within the City of Thousand Oaks, and development buildout would be within the employment growth projections for the City.

Jobs/Housing Ratio

The jobs/housing ratio is used as a general measure of balance between a community's employment opportunities and the housing needs of its residents. As of 2025, the City's jobs/housing ratio is approximately 1.25. Based on SCAG growth projections, the City's jobs/housing ratio is anticipated to increase to approximately 1.69 by 2050. Based on existing 2025 data, the development component buildout would maintain the City's jobs/housing ratio at 1.25. As such, the proposed development component would maintain the healthy 1.0 to 1.5 range identified above. Overall, the proposed development component would provide beneficial impacts related to employment in the City and would not significantly affect the jobs/housing balance. Residents would be provided with more opportunities to work within the community, rather than commuting to neighboring cities.

Project-Level Analysis Conclusion

All future development associated with the proposed development component would be within the population, housing, and employment growth forecasts for the City. Mixed-use development of the project site into a "Downtown Core" was planned and accounted for in the General Plan and General Plan EIR, as well as the original SP-11. Development of the proposed project would be in accordance with the goals and policies of the General Plan. Additionally, population growth associated with the proposed project would be supported by existing and planned infrastructure and public services. Impacts related to utilities, public services, and community facilities necessary to serve the project population are evaluated in detail in other sections of this EIR. Those analyses conclude that the proposed project would not result in significant impacts related to service capacity, supporting the determination that

the population growth would not be unplanned under CEQA. Therefore, buildout of the proposed development component would result in less than significant impacts regarding unplanned population growth.

Programmatic-Level Analysis

The proposed project would involve the adaptive reuse of the existing Civic Arts Plaza (CAP), development of a bandshell (Building B2) and associated amphitheatre, and the temporary relocation of City staff and in-person public services associated with the existing City Hall to off-site location(s) for work and service delivery purposes only, within existing permitted office space within City boundaries. The adaptive reuse of the CAP would include the construction of approximately 80,900 square feet of new floor area and the renovation and adaptive reuse of approximately 33,650 square feet of existing building area. No changes are proposed to the existing Kavli Theatre and Scherr Forum. The project site is currently designated by the General Plan Land Use Element as Institutional; no changes are proposed.

Overall, buildout of the adaptive reuse and outdoor amphitheatre components of the proposed project (excluding the development component, which is analyzed above), would result in approximately 117,370 square feet of nonresidential development (i.e., commercial/retail, institutional, non-institutional office space). There is an expectation that existing residents of the City would constitute a portion of the workforce. The General Plan EIR evaluated existing conditions at the Civic Arts Plaza in 2023; therefore, the following uses that are proposed to be adaptively reused or retained on-site and their related impacts on population and housing have already been accounted for in the General Plan EIR: City Hall, including 250 on-site employees, County Clerk office, and the Kavli Theatre and Scherr Forum, including all employees utilized during events at both theatres. Accordingly, employment associated with these uses is not included in this analysis; this analysis considers only new population and employment growth that may result from the proposed project. New employment growth would be associated with the proposed new retail, institutional, and non-institutional office spaces. It is anticipated that many of the new jobs associated with the proposed project would be occupied by existing residents of the City; however, because this cannot be definitely determined, for the purpose of this analysis, it is conservatively assumed that all employees would be new residents to the City. Table 5.12-8, Adaptive Reuse Component Population Increase Assumptions, details the anticipated population increase that would result from project implementation.

Table 5.12-8
Adaptive Reuse Component Population Increase Assumptions

Development	Additional Population	Population Increase Justification	
EMPLOYEES			
Building C1, Civic Arts Plaza	79 (69 daily)	Use	Justification
		Public Library Outpost = 7	The additional population is based on Table II-A, Derivation of Square Feet per Employee Based on Median Employees per Acre and Median FAR for Ventura County, Other Retail/Svc. Land use, of the Employment Density Study Summary Report.[1] The library outpost would have 2,680 square feet of space. The median employment density for this use type is 412 square feet per employee. (2,680/412 = 7)
		Police Depot = 3	The additional population is based on Table II-A, Derivation of Square

Development	Additional Population	Population Increase Justification	
			Feet per Employee Based on Median Employees per Acre and Median FAR for Ventura County, Government Offices Land use, of the Employment Density Study Summary Report.[1] The police depot would have 360 square feet of office space. The median employment density for this use type is 120 square feet per employee. (360/120 = 3)
		Retail = 6	The additional population is based on Table II-A, Derivation of Square Feet per Employee Based on Median Employees per Acre and Median FAR for Ventura County, Other Retail/Svc. Land use.[1] The retail use would have 2,410 square feet of retail space. The median employment density for this use type is 412 square feet per employee. (2,410/412 = 6)
		Public Market = 33	The additional population is based on Table II-A, Derivation of Square Feet per Employee for Based on Median Employees per Acre and Median FAR Ventura County, Other Retail/Svc. Land use.[1] The public market use would have 13,500 square feet of retail space. The median employment density for this use type is 412 square feet per employee. (13,500/412 = 33)
		Art Incubator Space = 12	The additional population is based on Table II-A, Derivation of Square Feet per Employee Based on Median Employees per Acre and Median FAR for Ventura County, Other Retail/Svc. Land use.[1] The art incubator use would have 4,800 square feet of space. The median employment density for this use type is 412 square feet per employee. (4,800/412 = 12)
		Performance Venue = 10*	The additional population is based on Table II-A, Derivation of Square Feet per Employee Based on Median Employees per Acre and Median FAR for Ventura County, Other Retail/Svc. Land use.[1] The performance venue use would

Development	Additional Population	Population Increase Justification	
			have 4,260 square feet of space. The median employment density for this use type is 412 square feet per employee. (4,260/412 = 10) *This use would only generate a new employee population during events and would not be staffed on a daily basis.
		Non-institutional office space = 8	The additional population is based on Table II-A, Derivation of Square Feet per Employee Based on Median Employees per Acre and Median FAR for Ventura County, Low-Rise Office Land use.[1] The non-institutional office use would have 5,210 square feet of space. The median employment density for this use type is 659 square feet per employee. (5,210/659 = 8)
Employees Total	**79 (69 daily)**		
POPULATION INCREASE TOTAL	**79**		

Sources:

[1] The Natelson Company, Inc. Southern California Association of Governments. *Employment Density Study Summary Report.* 2001. PDF. Accessed December 02, 2025.

The above estimate is conservative and provides a higher average daily on-site population than is anticipated for the project site, as this estimate assumes that the new 200-seat performance venue in the reconfigured Civic Arts Plaza would have daily events requiring daily staffing. Additionally, upon buildout of the Civic Arts Plaza, the daily on-site population of employees at City Hall is expected to remain similar to existing conditions. The temporary relocation of approximately 250 existing City Hall employees to other office spaces within the City during development of this component of the project would not constitute a change in employment or population. Based on Table 5.12-8, buildout of the adaptive reuse component of the proposed project would introduce up to 79 jobs to the City. The adaptive reuse, outdoor amphitheatre, and temporary relocation components would not introduce any new housing to the City.

The City's General Plan EIR was adopted in 2023 and includes buildout assumptions through 2045. The General Plan EIR buildout assumptions include development of the project site into the "Downtown Core". As such, Table 5.12-9, Proposed Adaptive Reuse Component Buildout Compared to General Plan EIR Buildout, compares the anticipated population, housing, and employment growth associated with the proposed adaptive reuse component with that of the General Plan EIR buildout. As indicated in Table 5.12-9, the anticipated population, housing, and employment growth generated by the proposed adaptive reuse component would be within the General Plan EIR buildout assumptions for the 2045 buildout year.

Table 5.12-9
Proposed Adaptive Reuse Component Buildout Compared to General Plan EIR Buildout

Description	City of Thousand Oaks		
	Population	Housing	Employment
Existing Conditions (2025)[1]	122,468	48,493	60,800
Proposed Project (Adaptive Reuse Component Only)	79	-	79
Total *(Including Proposed Project)*	122,547	48,493	60,879
Existing Conditions at General Plan EIR Adoption (2023)	124,439[2]	48,207[2]	60,200[3]
General Plan EIR Buildout (2045)	20,700	7,871	11,845
Total *(Existing Conditions 2023 + General Plan EIR Buildout 2045)*	145,139	56,078	72,045
Net Difference *(General Plan Buildout Total – Project Buildout with Existing Conditions)*	**22,592**	**7,585**	**11,166**

Sources:
[1] Refer to Tables 5.12-1, 5.12-2, and 5.12-4 above regarding existing 2025 population, housing, and employment, respectively.
[2] City of Thousand Oaks General Plan EIR. 2023.
[3] California Employment Development Department, Labor Market Information Division. *Annual Averages Labor Force Data for Cities and Census Designated Places (CDP) 2023.* March 28, 2025. https://labormarketinfo.edd.ca.gov/file/lfhist/23aasub.xls. Accessed December 17, 2025.

Table 5.12-10, Proposed Adaptive Reuse Component Buildout Compared to SCAG Growth Forecasts, compares the adaptive reuse component's anticipated population, housing, and employment growth with SCAG's population, housing, and employment forecasts for 2050 for the County and City.

Table 5.12-10
Proposed Adaptive Reuse Component Buildout Compared to SCAG Growth Forecasts[1]

Description	County of Ventura			City of Thousand Oaks		
	Population	Housing	Employment	Population	Housing	Employment
Existing Conditions (2025)	829,005	300,727	403,600	122,468	48,493	60,800
Proposed Project (Adaptive Reuse Component Only)	79	-	79	79	-	79
Total *(Including Proposed Project)*	829,084	300,727	403,679	122,547	48,493	60,879
SCAG 2050 Forecasts	852,000	332,946	376,000	135,600	52,169	88,000
Net Difference *(SCAG 2050 Forecasts – Project Buildout with Existing Conditions)*	**22,916**	**32,219**	**-27,679**	**13,053**	**3,676**	**27,121**

Sources:
[1] Refer to Tables 5.12-1, 5.12-2, and 5.12-4 above regarding population, housing, and employment, respectively.

As indicated in Table 5.12-10, the anticipated population, housing, and employment growth generated by the proposed adaptive reuse component buildout would be within the SCAG's 2050 growth projections for the City. Additionally, the anticipated population and housing growth generated by the proposed adaptive reuse component would be within the SCAG's 2050 growth projections for the County; however, anticipated growth in employment would exceed SCAG projections. The 2025 projections for employment for the County in the 2024 RTP/SCS were lower than the County's employment numbers determined by the State's Employment Development Department in December 2025. Therefore, as of 2025, employment in the County already exceeds the SCAG projections, including for 2050, which generates the negative net difference in Table 5.12-10. Nonetheless, the overall SCAG projection of growth in employment for the

County between 2025 and 2050 is expected to remain the same. Therefore, the proposed adaptive reuse component's employment growth would be within the long-term growth projections for the County. Additionally, the project site is located within the City of Thousand Oaks, and the adaptive reuse component buildout would be within the employment growth projections for the City.

Jobs/Housing Ratio

As of 2025, the City's jobs/housing ratio is approximately 1.25. Based on SCAG growth projections, the City's jobs/housing ratio is anticipated to increase to approximately 1.69 by 2050. Based on existing 2025 data, the adaptive reuse component buildout would increase the City's jobs/housing ratio from 1.25 to 1.26. As such, the proposed adaptive reuse component would maintain the healthy 1.0 to 1.5 range identified above. Overall, the proposed adaptive reuse component would provide beneficial impacts related to employment in the City and would not significantly affect the jobs/housing balance. Residents would be provided with more opportunities to work within the community, rather than commuting to neighboring cities.

While regional forecasts indicate that the City's jobs-to-housing ratio is expected to increase over the long term, the inclusion of residential uses as part of the proposed mixed-use development would help moderate this trend by providing housing opportunities in proximity to employment. As such, the proposed project would support General Plan objectives related to balanced growth and would not exacerbate long-term jobs/housing imbalance.

Programmatic-Level Analysis Conclusion

All future development associated with the proposed adaptive reuse component would be within the population, housing, and employment growth forecasts for the City. Development of the project site into a "Downtown Core" was planned and accounted for in the General Plan and General Plan EIR, as well as the original SP-11. Development of the proposed project would be in accordance with the goals and policies of the General Plan. Therefore, buildout of the proposed adaptive reuse component would result in less than significant impacts regarding unplanned population growth.

Project Buildout Analysis

Table 5.12-11, Proposed Project Buildout Compared to General Plan Buildout, compares the project's total buildout potential (development component plus adaptive reuse component buildout) to the General Plan full buildout projections. As indicated in Table 5.12-11, total project buildout would remain within General Plan population, housing, and employment projections for the City.

Table 5.12-11
Proposed Project Buildout Compared to General Plan EIR Buildout

Description	City of Thousand Oaks		
	Population	Housing	Employment
Existing Conditions (2025)[1]	122,468	48,493	60,800
Proposed Project	891	240	231
Total *(Including Proposed Project)*	123,359	48,733	61,031
Existing Conditions at General Plan EIR Adoption (2023)	124,439[2]	48,207[2]	60,200[3]
General Plan EIR Buildout (2045)	20,700	7,871	11,845
Total *(Existing Conditions 2023 + General Plan EIR Buildout 2045)*	145,139	56,078	72,045
Net Difference *(General Plan Buildout Total – Project Buildout with Existing Conditions)*	**21,776**	**7,345**	**11,010**

Sources:

[1] Refer to Tables 5.12-1, 5.12-2, and 5.12-4 above regarding existing 2025 population, housing, and employment, respectively.

[2] City of Thousand Oaks General Plan EIR. 2023.

[3] California Employment Development Department, Labor Market Information Division. *Annual Averages Labor Force Data for Cities and Census Designated Places (CDP) 2023.* March 28, 2025. https://labormarketinfo.edd.ca.gov/file/lfhist/23aasub.xls. Accessed December 17, 2025.

Total project buildout would maintain the jobs/housing balance at 1.25, which maintains the healthy range of 1.0 to 1.5. According to the General Plan EIR, the City's jobs/housing ratio is anticipated to decrease to approximately 1 by 2045. As such, the proposed project is within the jobs/housing expectations for the City. Therefore, project buildout would result in less than significant impacts regarding substantial unplanned population growth.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Housing Displacement/Replacement Housing

Impact POP-2	**The proposed project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.**

Impact Analysis

Project-Level Analysis

Areas surrounding the project site are developed with various urban uses, including residential, retail/commercial, and service-oriented uses. East Thousand Oaks Boulevard borders the project area to the north, and the southern boundary of the project site abuts Highway 101. The properties located immediately to the north of the project site, across Thousand Oaks Boulevard, are developed with single-story commercial buildings and a cultural garden ("Gardens of the World").

The area immediately west of the project site is developed with single-story commercial/service-oriented uses as well as several single-family residences. The property located directly east of the project site is known as "The Lakes" and consists of an approximately ten-acre shopping center, with approved plans to construct an approximately 165-unit, seven-story-tall multi-family residential apartment building within the existing surface parking area.

There are no existing residences located within the project site. The project site consists of the existing Civic Arts Plaza complex, commercial uses, landscaping, hardscape, parking areas, and a disturbed, undeveloped area currently being used for vehicle storage. The proposed project would include the demolition of three existing commercial structures located in the northwest portion of the project site, adjacent to Thousand Oaks Boulevard. No residential structures would be demolished as part of project implementation. The proposed development component does not propose any new development that could displace existing residences on or in the vicinity of the project site.

The General Plan Land Use Element anticipates the future development of the project site into the "Downtown Core" area, including mixed-use residential and commercial development. The proposed development component would introduce 240 dwelling units to the project site. Therefore, the proposed project would add housing to the project site compared to existing conditions, and the implementation of the proposed project would introduce uses compatible with the surrounding area. The proposed project would not displace substantial numbers of people or housing and would not necessitate the construction of new housing elsewhere. Therefore, buildout of the development component would result in less than significant impacts with regard to displacement of people or housing.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above.

The adaptive reuse component would include the partial demolition and renovation, and adaptive reuse of the existing Civic Arts Plaza complex. No residential uses are located within the complex. Development of this component would require the temporary relocation of approximately 250 City Hall employees and in-person public services associated with the existing City Hall to off-site location(s) for work and service delivery purposes only, within existing permitted office space within City boundaries. The temporary relocation of City Hall staff would involve a change in workplace location for the duration of the demolition and renovation associated with the Civic Arts Plaza and is expected to take place over two to three years. This would not result in a change in residential population, housing demand, or household distribution within the City. Upon implementation, City staff would return to the Civic Arts Plaza complex. Staff would be relocated to office spaces within the City; as such, the relocation would not affect the housing needs of City staff and would not constitute population growth or displacement for the purposes of CEQA population and housing analyses. Additionally, all future development associated with the proposed adaptive reuse, outdoor amphitheatre, and temporary relocation components would be required to undergo project-level environmental review under CEQA on a case-by-case basis. Therefore, the proposed project would not displace substantial numbers of people or housing or necessitate the construction of new housing. Impacts would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.12.5 Cumulative Impacts

Cumulative populations and housing impacts are evaluated relative to long-range planning horizons established in the City's General Plan and SCAG regional forecasts. While individual projects may be constructed at different times, comparison to these long-range buildout scenarios is appropriate under CEQA to assess whether combined growth would exceed planned and analyzed development levels.

Table 5.12-13 summarizes cumulative population growth associated with the buildout of the General Plan and other cumulative development in the City. As shown in Table 5.12-13, cumulative growth would remain within the planning assumptions evaluated in the General Plan EIR and SCAG forecasts.

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." The cumulative analysis below considers the proposed project's impacts in conjunction with the future buildout of the General Plan and cumulative projects listed in Table 4-1, Cumulative Projects List.

Unplanned Population Growth

- The proposed project, combined with other cumulative projects, would not induce substantial unplanned population growth in an area, either directly or indirectly.

Impact Analysis

Cumulative projects within Thousand Oaks could introduce new residents and businesses and result in cumulative population growth in the City. Additionally, it should be noted that estimating the number of employees who would relocate to a particular jurisdiction based on job location is speculative given that many personal factors influence personal housing location decisions (i.e., family income levels and the cost and availability of suitable housing in the local area). There is also the potential that future jobs generated by the cumulative projects would be filled by existing residents already living in the City. However, cumulative projects are not expected to generate substantial unplanned population growth as they have already undergone or will be required to undergo environmental review which would determine impacts related to population and housing and mitigate potential impacts to a less than significant level, to the extent feasible. All cumulative projects have already been or will be required to be reviewed and approved by the City for compatibility with the General Plan and all applicable City policies and regulations.

Additionally, the cumulative projects associated with the proposed project would introduce a total of 1,543 new dwelling units to the City, including apartments, townhomes, duplexes and triplexes, and single-family residences. Using the estimated number of people per household as provided by the City of Thousand Oaks Housing Element (2.75) multiplied by the number of units anticipated to be built, the cumulative projects would potentially generate a population increase of approximately 4,221 persons. Therefore, the cumulative projects, in addition to the proposed project, would result in a population increase of 5,112 residents and 1,783 new dwelling units in the City. Table 5.12-12, Proposed Project and Cumulative Projects Buildout Compared to General Plan EIR Buildout, compares the anticipated population and housing growth associated with the proposed project and cumulative projects with that of the General Plan EIR buildout. It is noted that most of the cumulative projects do not include commercial uses. Four of the cumulative projects would introduce new commercial uses to the City that would increase employment; however, the exact square footage of future commercial use is uncertain, therefore, employee numbers cannot be calculated at this time. Based on the anticipated size of the proposed developments, the commercial uses would be relatively small and would not introduce a significant number of new jobs. It is also anticipated that many of the new jobs would be occupied by residents already living within the City.

Table 5.12-12
Proposed Project and Cumulative Projects Buildout Compared to General Plan EIR Buildout

Description	City of Thousand Oaks	
	Population	Housing
Existing Conditions (2025)[1]	122,468	48,493
Proposed Project + Cumulative Projects	5,112	1,783
Total	127,580	50,276
Existing Conditions at General Plan EIR Adoption (2023)	124,439[2]	48,207[2]
General Plan EIR Buildout (2045)	20,700	7,871
Total *(Existing Conditions 2023 + General Plan EIR Buildout 2045)*	145,139	56,078
Net Difference *(General Plan Buildout Total – Proposed and Cumulative Projects Buildout with Existing Conditions)*	**17,555**	**5,802**

Sources:

[1] Refer to Tables 5.12-1, 5.12-2, and 5.12-4 above regarding existing 2025 population, housing, and employment, respectively.

[2] City of Thousand Oaks General Plan EIR. 2023.

[3] California Employment Development Department, Labor Market Information Division. *Annual Averages Labor Force Data for Cities and Census Designated Places (CDP) 2023.* March 28, 2025. https://labormarketinfo.edd.ca.gov/file/lfhist/23aasub.xls. Accessed December 17, 2025.

As indicated in Table 5.12-12, the anticipated population and housing growth generated by the proposed project and cumulative projects would be within the General Plan EIR buildout assumptions for the 2045 buildout year.

Table 5.12-13, Proposed Project and Cumulative Projects Buildout Compared to SCAG Growth Forecasts, compares the anticipated population and housing growth associated with the proposed project and cumulative projects with SCAG's population and housing forecasts for 2050 for the County and City.

Table 5.12-13
Proposed Project and Cumulative Projects Buildout Compared to SCAG Growth Forecasts[1]

Description	County of Ventura		City of Thousand Oaks	
	Population	Housing	Population	Housing
Existing Conditions (2025)	829,005	300,727	122,468	48,493
Proposed Project + Cumulative Projects	5,112	1,783	5,112	1,783
Total	834,117	302,510	127,580	50,276
SCAG 2050 Forecasts	852,000	332,946	135,600	52,169
Net Difference *(SCAG 2050 Forecasts – Project Buildout with Existing Conditions)*	**17,879**	**30,436**	**8,016**	**1,893**

Sources:

[1] Refer to Tables 5.12-1, 5.12-2, and 5.12-4 above regarding population, housing, and employment, respectively.

As indicated in Table 5.12-13, the anticipated population and housing growth generated by the proposed project and cumulative projects buildout would be within the SCAG's 2050 growth projections for the County and City. Therefore, the proposed project, in addition to the cumulative projects, would result in a less than significant impact with regard to unplanned population growth.

As stated above, the proposed project would result in less than significant impacts regarding substantial unplanned population growth. The proposed project would introduce population, housing, and employment growth in accordance with the projections of the General Plan, and growth associated with the proposed project has been planned and accounted for. Therefore, the proposed development and adaptive reuse, outdoor amphitheatre, and temporary relocation components would not contribute to a cumulatively considerable impact related to unplanned population growth, and impacts would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Housing Displacement/Replacement Housing

- The proposed project, combined with other cumulative projects, would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

Impact Analysis

Based on the cumulative projects list in Table 4-1, none of the approved or pending cumulative projects would displace a substantial number of people or housing; rather, the majority of the cumulative projects would not affect any residential uses or would add new residences to the City.

As stated above, the proposed project would result in less than significant impacts regarding housing displacement and replacement housing. The proposed project would not affect existing residential uses in or in the vicinity of the project site. Therefore, the proposed development and adaptive reuse, outdoor amphitheatre, and temporary relocation components would not contribute to a cumulatively considerable impact related to housing displacement and replacement housing, and impacts would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.12.6 Significant Unavoidable Impacts

No significant unavoidable impacts related to population and housing have been identified.

INTENTIONALLY LEFT BLANK

5.13 Public Services and Recreation

This section provides an overview of existing conditions and analyzes potential environmental impacts resulting from the provision of public services and recreational facilities to accommodate the development of the proposed project. Criteria by which an impact may be considered potentially significant are provided, along with a discussion of impacts pursuant to Appendix G of the California Environmental Quality Act (CEQA) Guidelines. Mitigation measures are recommended, as necessary, to minimize impacts as a result of project implementation. Public services and recreational facilities addressed in this section include fire protection, police protection, schools, parks, and other public facilities (i.e., libraries). Additionally, it should be noted that the information presented in this analysis is also supplemented with public services correspondence provided by the various applicable public services agencies and departments; refer to Appendix N, Public Services Correspondences.

5.13.1 Existing Setting

Fire Protection

According to the Thousand Oaks General Plan 2045 Environmental Impact Report (General Plan EIR), the City of Thousand Oaks (City) is served by the Ventura County Fire Protection District, commonly known as the Ventura County Fire Department (VCFD). The VCFD is a full-service, all-hazard fire protection agency that provides emergency and non-emergency services throughout its 848 square-mile jurisdiction. The VCFD consists of 34 fire stations, nine of which serve the City (Stations 30, 31, 32, 33, 34, 35, 36, 37, and 44). It is acknowledged that the Los Angeles County Fire Station 144 also serves the City. VCFD has approximately 600 uniformed personnel who provide fire protection, medical services, rescue services, hazardous materials response, and other services for the City. Additional stations are located in the vicinity of Thousand Oaks to provide as-needed support, particularly for large-scale emergencies. Two stations are located to the north of the City (Stations 40 and 44 in Moorpark and Simi Valley, respectively), and two are located to the west of the City (Stations 52 and 54 in Mission Oaks and Camarillo, respectively).

The Ventura County Fire Protection District has mutual aid agreements with other fire services agencies in the counties of Ventura and Los Angeles. If additional assistance is needed, the VCFD has a cooperative fire protection agreement with the California Department of Forestry and Fire Protection (CAL FIRE), Office of Emergency Services, State Fire Marshal, U.S. Forest Service, National Park Service, Bureau of Land Management, and the Department of Defense. The VCFD has instituted several programs to minimize the potential for hazards, including fire safety and fire prevention training, site inspections, and wildland/urban interface hazard mitigation programs.

According to VCFD's Public Services Correspondence, two VCFD stations are located near the project area: Stations 30 and 31. Specifically, the primary fire station serving the project area is Fire Station 31, located at 151 Duesenberg Drive, approximately 0.73 miles to the southeast of the project site. Fire Station 31 is equipped with a Medic Rescue Engine and staffed by one captain, one engineer, two firefighters, and one firefighter/paramedic, totaling five personnel. VCFD staff at Fire Station 31 are also able to provide advanced life support (ALS) medical services. It should be noted that reconstruction of Fire Station 31 is anticipated to occur in the next few years and be completed by mid-2028; refer to VCFD's Public Services Correspondence.

The secondary fire station serving the project area is Fire Station 30, located at 325 West Hillcrest Drive, approximately 2.14 miles to the northwest of the project site. Fire Station 30 is equipped with a Medic Rescue Engine and staffed by one captain, one engineer, one firefighter, and one rescue ambulance (staffed by two firefighters/paramedics), totaling five personnel. Similar to Fire Station 31, VCFD staff at Fire Station 30 are also able to provide ALS medical services. VCFD maintains an average response time within eight minutes and 30 seconds for calls in suburban areas 90 percent of the time from the receipt of the "911" call to the VCFD dispatch center. Based on the distance of the project site to VCFD Fire Stations 30 and 31, VCFD indicates that VCFD's response to the project site would be below or within the average response time for service.

Police Protection

The City receives law enforcement services from the Ventura County Sheriff's Office (VCSO)/Thousand Oaks Police Department (TOPD). According to the General Plan EIR, the VSCO is staffed by approximately 1,250 personnel, including 750 sworn positions, and contains four primary divisions, including Special Operations, Patrol, Detention, and Support Services. The Detention Services Division is responsible for reception, booking and classification, jail services, and security at three jail facilities. The VCSO has three detention facilities, including the Pre-Trial Detention Facility, Todd Road Jail, and the East County Jail, which is located at 2101 East Olsen Road. The Special Services Division investigates major crimes, narcotics, and intelligence and vice, and oversees search and rescue, tactical negotiations, the Special Weapons and Tactics (SWAT) Team, the VCSO's Bomb Squad, a Crime Laboratory, the Crime Scene Investigations Unit, and the Information Systems Bureau. The Support Services Division includes internal departments such as Human Resources, Records, the Business Office, Professional Standards Bureau, and the Training Center. The Operations Division, Patrol Bureau is the largest of all four, offering 24/7 service to five cities and all unincorporated areas of Ventura County, and is responsible for law enforcement activities, providing citizen assistance, and responding to emergencies. The Patrol Division includes a Mounted K-9 Unit, VCSO's Communications Center, and the Office of Emergency Services.

According to the VCSO's Public Services Correspondence, the City is served by the VCSO/TOPD Station, located at 2102 East Olsen Road, approximately 4.91 miles to the northeast of the project site. The VCSO/TOPD Station is staffed by 93 sworn officers, including 12 patrol deputies, six motor deputies, two homeless liaison deputies, two traffic deputies, and two patrol sergeants. Average response times within the City from receiving an initial call for service to deputies arriving on scene for "priority 1" calls are approximately 8.4 minutes, with average response times to the project site being approximately 8.25 minutes. VCSO is currently achieving adequate response times.

Schools

The Conejo Valley Unified School District (CVUSD) is the public school district that serves the City. CVUSD provides various educational opportunities through its facilities, which include 27 total schools, including 17 elementary schools (one of which is kindergarten through eighth grade), four middle schools, three high schools, two alternative educational facilities, and one adult educational facility. CVUSD also offers pre-school, early childcare, transitional kindergarten, magnet schools, and a homeschool program serving students in grades transitional kindergarten through 12. There are nine elementary schools, three middle schools, and two high schools located in the City, which are within CVUSD's service area.

According to CVUSD's Public Services Correspondence, the schools that are anticipated to serve the project site are the Conejo Elementary School (located approximately 0.24 miles to the northeast of the project site at 280 North Conejo School Road), Colina Middle School (located approximately 0.32 miles to the northwest of the project site at 1500 East Hillcrest Drive), and Westlake High School (located approximately 1.98 miles to the southeast of the project site at 100 North Lakeview Canyon Road). As of September 26, 2025, Conejo Elementary School accommodates 276 students (with a total capacity of 879 students), Colina Middle School accommodates 785 students (with a total capacity of 1,520 students), and Westlake High School accommodates 1,740 students (with a total capacity of 2,349 students).

CVUSD collects developer fees pursuant to Assembly Bill (AB) 2926 and Senate Bill (SB) 50 for residential and non-residential construction to offset development impacts on CVUSD's facilities and resources. Specifically, according to CVUSD's Public Services Correspondence, CVUSD establishes developer fee rates of approximately $3.36 per square foot of residential habitable space and $0.54 per square foot of commercial space.

Parks and Recreation

The City works in partnership with the Conejo Recreation and Park District (CRPD) to provide parks and recreational facilities to the City. Specifically, CRPD provides a total of 740 acres, with 599 acres consisting of developed district-wide, community, playfield, and neighborhood parks. According to CRPD's Public Services Correspondence, the project

site is located near several neighborhood parks and playfields/community parks, including El Parque de la Paz, Beyer Park, Estella Park, North Ranch Playfield, and Triunfo Community Park. The nearest park is El Parque de la Paz, located at 2580 Pleasant Way, approximately 0.16 miles to the southeast of the project site. It should be noted that CRPD relies on fees for parkland purchases and improvements from new residential projects. The standard for parkland is nine acres of developed parkland for every 1,000 residents. Additionally, per the Thousand Oaks General Plan 2045 (General Plan), 10 acres or more of residential development is required to incorporate an on-site park.

Other Public Facilities

The City has a City-owned library system, served by one main library facility at Grant R Brimhall Library (also known as the Thousand Oaks Library), located at 1401 East Janss Road, and one branch library, the Newbury Park Library (also known as the Thousand Oaks Library, Newbury Park Branch), located at 2331 Borchard Road. Specifically, the Grant R Brimhall Library is located approximately 1.72 miles northwest of the project site, and the Newbury Park Library is located approximately 4.42 miles northwest of the project site. According to the City's Cultural and Community Services Department Public Services Correspondence, the Grant R Brimhall Library is an approximately 84,000 square-foot facility that includes a 3,600-gallon saltwater aquarium. The Newbury Park Library is an approximately 31,000 square-foot facility that includes 3,000 square feet of reserve art gallery, which is open to the general public. Collectively, both libraries are staffed with approximately 50 full-time employees and 130 volunteers, and include a collection of over 350,000 physical items, in addition to hosting hundreds of programs throughout the year that typically attract over 30,000 attendees annually.

5.13.2 Regulatory Setting

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

Federal

There are no federal regulations applicable to the proposed project related to public services and recreation.

State

California Disaster and Civil Defense Master Mutual Aid Agreement (Master Mutual Aid Agreement)

The Master Mutual Aid Agreement is an agreement that consists of multiple parties, including the State of California ("State" or "California") (including the State's various departments and agencies, and political subdivisions), municipal corporations, and other public agencies. The overall intent of the Master Mutual Aid Agreement is for all parties who sign the agreement to confirm availability to other signing parties regarding resources and facilities needed to prevent and combat the effects that may result from disasters such as flood, fire, earthquake, disease, war, sabotage, and riot. The types of resources to be made available to other parties would include, but not be limited to, fire protection, police protection, medical and health, communications, and transportation services and facilities. These resources would address the demand for rescue, relief, evacuation, rehabilitation, and reconstruction resulting from a disaster. The Master Mutual Aid Agreement states that each party must develop a plan that provides for the effective mobilization of all its resources and facilities, both public and private, to cope with any type of disaster. Further, each party agrees to furnish resources and facilities, as well as render services, to other parties participating in the Master Mutual Aid Agreement, so as to prevent and combat any type of disaster in accordance with duly adopted mutual aid operational plans. The Master Mutual Aid Agreement also binds participating parties to comply with the provisions of any mutual aid agreements into which the State enters with other states and the federal government.

California Department of Forestry and Fire Protection (CAL FIRE)

Pursuant to California Code of Regulations, Title 14, Fire Safe Regulations, CAL FIRE is responsible for ensuring that the minimum wildfire protection standards, in conjunction with building, construction, and development standards, are implemented in State Responsibility Areas (SRAs) and Local Responsibility Areas (LRAs) Very High Fire Hazard Severity Zones (VHFHSZs). These minimum wildfire protection standards include emergency access, signing and building

numbering, private water supply reserves for emergency fire use, and vegetation modification. Furthermore, local jurisdictions must provide the CAL FIRE Director or their designee with notice of applications for building permits, tentative parcel maps, tentative tract maps, and installation or use permits for construction or development within SRAs or, after July 1st, 2021, VHFHSZs.

California Government Code Section 66477 (Quimby Act)

Local governments in California play a critical role in the effort to set aside parkland and open space for recreational purposes. California cities and counties have been authorized, since the passage of the 1975 Quimby Act (California Government Code 66477), to pass ordinances requiring that developers set aside land, donate conservation easements, or pay in-lieu fees for park improvements. The Quimby Act states that the dedication requirement of parkland can be a minimum of three acres per thousand residents or more, up to five acres per thousand residents if the existing ratio is greater than the minimum standard. Revenues generated through in-lieu fees collected from the Quimby Act cannot be used for the operation and maintenance of park facilities. In 1982, the Quimby Act was substantially amended. The amendments further defined acceptable uses of or restrictions on Quimby Act funds, provided acreage/population standards and formulas for determining the exaction, and indicated that the exactions must be closely tied (nexus) to a project's impacts as identified through studies required by CEQA. California Open Space Code California State planning law (Government Code Section 65560) provides a structure for the preservation of open space by requiring every city and county in the State to prepare, adopt, and submit to the Secretary of the Resources Agency a "local open-space plan for the comprehensive and long-range preservation and conservation of open-space land within its jurisdiction."

Senate Bill 50 (SB 50)

SB 50, the Leroy F. Greene School Facilities Act of 1998, was signed into law on August 27, 1998. SB 50 provides grant funding to school districts for the acquisition of school sites, construction of new facilities, or modernization of existing facilities. Grants are funded through a $9.2 billion State bond measure, Proposition 1A, that was approved by voters during the November 3, 1998, election. An additional $12.3 million in funding was provided by Proposition 55, which was passed in March 2004. Under SB 50, construction grants are provided at a 50:50 State and local ratio, while modernization grants are provided on a 60:40 ratio, shared between the State and local school district. School districts that are unable to meet any share of the local match requirement may be eligible for additional State funding if they demonstrate financial hardship. In addition, SB 50 allows governing boards of school districts to establish fees to offset costs associated with school facilities made necessary by new construction.

Regional

There are no regional regulations applicable to the proposed project related to public services and recreation.

Local

Thousand Oaks General Plan 2045

The General Plan Community Facilities and Services Element includes several goals regarding fire and police services in the City, including:

Fire and Police Services

- **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.

The General Plan Open Space Element was updated in 2023 and assures the conservation of open space resources. Furthermore, the General Plan Open Space Element 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 General Plan Open Space Element includes local planning policies for the 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. State law also requires including the inventory of those lands and resources in an "action program". Moreover, the General Plan Open Space Element includes goals and policies for parks and open space, including:

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 (Master Plan)

The CRPD Master Plan was originally adopted in June 1975 by the District Board Directors and most recently updated in 2015. The Master Plan is a dynamic document that reflects the community growth and changes in the area. The CRPD serves over 135,000 residents of the City, as well as unincorporated Ventura County areas in and around the Conejo Valley, and the Master Plan supports the Parks and Open Space Chapter of the General Plan. The objectives and purpose of the CRPD Master Plan are 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 recreational 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.

Thousand Oaks Municipal Code (Municipal Code)

Municipal Code Title 8, Chapter 2, Section 8-2.03, Collection of fees, requires developers that propose the construction of any single-family residence, multiple-family unit, the construction of any new non-residential structures, or the addition of square footage of floor space to existing non-residential structures to pay capital improvement fees to be used for the purposes of acquiring or improving VCSO/TOPD police facilities.

Municipal Code Title 9, Chapter 3, Article 16, Additional Fees and Dedications: School Facilities and Park and Recreational Purposes, and Municipal Code Title 9, Chapter 4, Article 26, Community Park and Recreational Facilities, require developers to pay development fees for the dedication of park and recreational land. Specifically, Municipal Code Sections 9-3.1602, Dedication of land for park and recreational purposes, 9-3.1603, Subdividers required to provide park and facilities, 9-4.2602, Residential developers to provide park and recreational facilities, and 9-4.2609, Choice of dedication of land or payment of fees or both.

5.13.3 Impact Thresholds and Significance Criteria

During the preparation of this EIR, Appendix G of the CEQA Guidelines was used as the thresholds of significance for evaluating impacts associated with the proposed project. Accordingly, a project may create a significant adverse environmental impact if the project would:

Public Services

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:
   i. Fire protection (refer to Impact Statement PS-1);
   ii. Police protection (refer to Impact Statement PS-2);
   iii. Schools (refer to Impact Statement PS-3);
   iv. Parks (refer to Impact Statement PS-4); and/or
   v. Other public facilities (Libraries) (refer to Impact Statement PS-5).

Recreation

a) 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 (refer to Impact Statement PS-6); and/or

b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment (refer to Impact Statement PS-6).

Based on the aforementioned standards and/or criteria, the effects of the proposed project have been categorized as one of the two following levels of significance: 1) “less than significant impact”; or 2) “significant and unavoidable impact.” If a potentially significant impact cannot be reduced to a less than significant level through the incorporation of mitigation measures, the impact is classified as a significant and unavoidable impact for the purposes of CEQA.

5.13.4 Impacts and Mitigation Measures

The proposed project involves two components: (1) development of two mixed-use buildings, a hotel, a park, a restaurant, associated infrastructure, hardscape, landscaping, and site improvements (herein referenced as the "development component"), and (2) development of a bandshell and associated amphitheatre, the adaptive reuse of the existing Civic Arts Plaza, and the temporary relocation of City staff and in-person public services associated with the existing City Hall to off-site location(s) within existing permitted office space within City boundaries (herein referenced as the "adaptive reuse, outdoor amphitheatre, and temporary relocation components").

Fire Protection

Impact PS-1	**The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection 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.**

Impact Analysis

Project-Level Analysis

Construction

The development component would not result in the need for the construction of any new or physically altered fire protection facilities. However, construction activities associated with the development component could temporarily result in an incrementally increased demand for VCFD fire protection services. Specifically, construction activities could potentially expose combustible materials (i.e., wood, plastics, sawdust, coverings, and coatings) to fire risks from machinery and equipment sparks, exposed electrical lines, and chemical reactions in combustible materials and coatings. Nonetheless, construction activities would be subject to compliance with applicable State and local regulations in place to reduce the risk of construction-related fire (i.e., installation of temporary construction fencing to restrict site access and maintenance of a clean construction site). Additionally, the development component would be required to comply with Municipal Code Title 8, Building Regulations, which adopts by reference the California Building Code standards regarding site access requirements and fire safety precautions. Moreover, the development component would be required to comply with the minimum construction safety requirements of the California Fire Code and the Ventura County Fire Code, along with any applicable project-specific standard conditions of approval. The VCFD would also provide plan review of the design details of the architectural, structural, mechanical, plumbing, and electrical systems. Compliance with applicable State and local regulations related to fire protection would result in less than significant construction-related impacts.

Operation

Operation of the development component is anticipated to introduce 240 multi-family residential units, 142 hotel rooms, 182,482 square feet of commercial uses (i.e., retail, hotel, restaurant uses), and 1,049 total garage parking spaces (existing and new). According to the Downtown Thousand Oaks Project Wildfire Study (Wildfire Study), prepared by CSG Consultants, Inc., dated February 2026, the development component is anticipated to result in 1,062 people, including 660 residents, 152 employees associated with the commercial uses (including the hotel component), and 250 hotel guests at full occupancy. It should be noted that the above estimates are conservative and provide a higher average daily on-site population than is anticipated for the project site, as these estimates assume that every hotel room would be fully occupied at the same time. As outlined in the Wildfire Study, the VCFD utilizes a capita call generation factor of 0.058/year or 58 calls per 1,000 persons per year. Based on this capita call generation factor, the development component would generate approximately 62 calls per year.

A total of 62 calls per year would result in approximately 1.19 calls per week, which would result in a negligible increase in service calls for the VCFD. Additionally, the VCFD anticipates that increased service calls, response times, and the

need for additional personnel or fire protection vehicles resulting from the development component would not substantially increase response times or create a significant increase in demand for such services; refer to the VCFD's Public Services Correspondence. Nonetheless, the development component would feature various project design features that would reduce the likelihood of service calls involving the VCFD. Specifically, the development component would feature a cohesive plant palette of grasses, succulents, and native species, including five species of native oak trees, which would span 26,807 square feet and would comply with the requirements for buildings and sites within VHFHSZ areas per VCFD standards. All new trees and ground cover plantings must be approved, fire-resistant plants as determined by the VCFD and the City.

All buildings on the site would be designed and constructed in accordance with VCFD guidelines and the new California Wildland-Urban Interface Code. Fire-resistant and noncombustible materials would be used for all exterior walls, projections, and roof coverings. The development component buildings would be constructed of non-combustible materials. Additionally, a sufficient water supply would be provided to the site for firefighting purposes. Fire hydrants would be placed around the site adjacent to fire access roads. All buildings, including ancillary structures, would be fully sprinklered. Fire pumps would be provided for taller buildings on the site, depending on the available water pressure and flow on the site. VCFD connections would be provided for each building at an unobstructed, visible location approved by the VCFD. Class I standpipes would be provided for each building where the highest occupiable floor level exceeds 30 feet above grade or when required by the VCFD. Standpipes would be located in each enclosed exit stairwell at all main stair landings, including the roof level. Exterior standpipe connections may be provided where the distance from exterior walls exceeds 250 feet from a fire access road or where specifically requested by the VCFD. Moreover, the development component would be required to comply with Municipal Code Title 8, which adopts by reference the California Building Code standards regarding site access requirements and fire safety precautions, and Municipal Code Title 4, Chapter 6, Fire Control and Prevention, which adopts by reference the most current California Fire Code (subject to Ventura County Fire Code current local ordinances). Moreover, the VCFD is in the process of upgrading Fire Station 31, independent of the proposed project, which would accommodate an additional aerial apparatus (ladder truck) and rescue ambulance. Lastly, the development component would require a Fire Protection Clearance, subject to review and by the VCFD. Compliance with applicable State and local regulations related to fire protection would result in less than significant operation-related impacts.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. The adaptive reuse and outdoor amphitheatre components would result in a maximum buildout potential of up to 24,970 square feet of commercial uses and 84,150 square feet of institutional uses, including 2,744 institutional performance venue seats (net new 550 seats), which would result in an increase in demand for VCFD fire protection services and facilities.

According to the Wildfire Study, the adaptive reuse and outdoor amphitheatre components are anticipated to result in a daily on-site population increase of approximately 429 people, including 79 employees associated with the commercial uses in the CAP, and 350 bandshell and amphitheatre attendees at full occupancy. It should be noted that the above estimates are conservative and provide a higher average daily on-site population than is anticipated for the project site, as these estimates assume that the new 200-seat performance venue in the reconfigured Civic Arts Plaza would have daily events requiring daily staffing, and the bandshell and amphitheatre would have daily events at maximum capacity. As outlined in the Wildfire Study, the VCFD utilizes a capita call generation factor of 0.058/year or 58 calls per 1,000 persons per year. Based on this capita call generation factor, the adaptive reuse and outdoor amphitheatre components would generate approximately 25 calls per year. A total of 25 calls per year would result in approximately 0.48 calls per week, which would result in a negligible increase in service calls for the VCFD.

Combined, the development, adaptive reuse, and outdoor amphitheatre components are conservatively anticipated to result in an average daily on-site population upon complete buildout of approximately 1,491 people. This estimate is conservative and provides a higher average daily on-site population than is anticipated for the project site, as this estimate assumes that the new 200-seat performance venue in the reconfigured Civic Arts Plaza would have daily events requiring daily staffing, the bandshell and amphitheatre would have daily events at maximum capacity, and that every hotel room would be fully occupied at the same time.

Using the conservative estimate of 1,491 people, the proposed project is anticipated to add approximately 86 calls per year to the VCFD's existing call load. This call volume (approximately 1.65 calls per week) is not considered enough of an increase to require additional resources. Additionally, the VCFD anticipates that increased service calls, response times, and the need for additional personnel or fire protection vehicles resulting from the proposed project would not substantially increase response times or create a significant increase in demand for such services; refer to the VCFD's Public Services Correspondence. Furthermore, the adaptive reuse and outdoor amphitheatre components would require a Fire Protection Clearance, subject to review and by the VCFD.

Construction activities associated with the adaptive reuse and outdoor amphitheatre components would be required to comply with Municipal Code Title 8, which adopts by reference the California Building Code standards regarding site access requirements and fire safety precautions, and Municipal Code Title 4, Chapter 6, Fire Control and Prevention, which adopts by reference the most current California Fire Code (subject to Ventura County Fire Code current local ordinances).

It is acknowledged that the temporary component could introduce people to off-site locations (within existing permitted office space) within City boundaries that are serviced by the VCFD. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts on fire protection services.

Overall, with compliance with State and local regulatory requirements, construction and operational activities associated with the adaptive reuse, outdoor amphitheatre, and temporary relocation components would not result in the need for additional fire protection facilities, the construction of which could cause significant environmental impacts, and would not adversely impact service ratios, response times, or other VCFD performance standards. Less than significant impacts would occur in this regard.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Police Protection

Impact PS-2	**The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection 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.**

Impact Analysis

Project-Level Analysis

Construction

During the construction activities associated with the implementation of the development component, police protection services requirements on the project site have the potential to increase over existing demands as a result of both increased personnel and the presence of buildings and equipment on the project site. The daytime population would increase due to the presence of construction workers on the project site. This increase in daytime population would vary due to the type of construction activities being conducted (i.e., demolition, grading, infrastructure improvements, or construction of structures). There is also the potential for increased calls for service to the project site as a result of the increased number of people at the project site and the presence of building materials, which could generate a greater potential for vandalism and theft. Collectively, the project could temporarily increase the VCSO's calls for service demands for emergency services. However, construction activities associated with the development component would be required to comply with Municipal Code Title 8, Building Regulations, and all adopted State construction codes. Specifically, the California Building Code includes emergency site access requirements that would minimize site safety hazards and potential construction-related impacts to police services. Additionally, the VCSO anticipates that increased service calls, response times, and the need for additional personnel or patrol cars resulting from the development component would be nominal, and the VCSO would continue to meet current target response times; refer to the VCSO's Public Services Correspondence. Therefore, with compliance with State and local regulatory requirements, construction activities associated with the development component would not result in the need for additional police protection facilities, the construction of which could cause significant environmental impacts, and would not adversely impact service ratios, response times, or other VCSO/TOPD performance standards. Less than significant impacts would occur in this regard.

Operation

Operation of the development component is anticipated to introduce 240 multi-family residential units, 142 hotel rooms, 182,482 square feet of commercial use (i.e., retail, hotel, and restaurant uses), and 1,049 total garage parking spaces (existing and new). According to the Wildfire Study, the development component is anticipated to result in 1,062 people, including 660 residents, 152 employees associated with the commercial uses (including the hotel component), and 250 hotel guests at full occupancy. As such, the development component would result in a more intensive use of the site as more people would be living and working in the project area compared to existing conditions.

As discussed in the VCSO's Public Services Correspondence, the proposed project would result in 41 additional calls for service per year in the project area, which would be similar to the number of calls for new development in the project area. Additionally, the VCSO anticipates that increased service calls, response times, and the need for additional personnel or patrol cars resulting from the development component would be nominal, and the VCSO would continue to meet current target response times; refer to the VCSO's Public Services Correspondence. Nonetheless, the development component would include installation of security features and natural surveillance (i.e., providing observable space to the project site from the surrounding area), which would incorporate Crime Prevention Through Environmental Design (CPTED) principles. The development component would include a variety of lighting fixtures, including accent, building-mounted, bollard, catenary, pedestrian, and area lighting. For the proposed mixed-use buildings (i.e., Buildings E2 and E3), project landscaping and site lighting would be designed to avoid creating blind spots or hiding places, and pedestrian walkways would be unobstructed from street furnishings, ground-level lighting, and landscaping. For the proposed commercial buildings (i.e., Buildings B1 and E1), Building B1 would include an enclosed patio overlooking the splash pad, raised decks, event decks, terraced seat walls, and a multi-purpose lawn, which would provide natural surveillance. Similarly, Building E1 would include active uses on the ground floor, including a lobby, lounge, and restaurant with associated outdoor seating patio, which would also provide natural surveillance. Although Building C2 would include horizontal metal screening on the southern and western exterior facades, Building C2 would still be visible on the northern and eastern building facades. Furthermore, the development component would be

subject to Municipal Code Section 8-2.03, which requires developers that propose the construction of any single-family residence, multiple-family unit, the construction of any new non-residential structures, or the addition of square footage of floor space to existing non-residential structures to pay capital improvement fees to be used for the purposes of acquiring or improving VCSO/TOPD police facilities. Overall, with compliance with State and local regulatory requirements, operational activities associated with the development component would not result in the need for additional police protection facilities, the construction of which could cause significant environmental impacts, and would not adversely impact service ratios, response times, or other VCSO/TOPD performance standards. Less than significant impacts would occur in this regard.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. The adaptive reuse and outdoor amphitheatre components would result in a maximum buildout potential of up to 24,970 square feet of commercial uses and 84,150 square feet of institutional uses, including 2,744 institutional performance venue seats, which would result in an increase in demand for VCSO/TOPD police protection services and facilities.

Operation of the adaptive reuse and outdoor amphitheatre components is anticipated to introduce approximately 429 people to the average daily on-site population, including 79 employees associated with the commercial uses in the CAP, and 350 bandshell and amphitheatre attendees at full occupancy. It should be noted that the above estimates are conservative and provide a higher average daily on-site population than is anticipated for the project site, as these estimates assume that the new 200-seat performance venue in the reconfigured Civic Arts Plaza would have daily events requiring daily staffing, and the bandshell and amphitheatre would have daily events at maximum capacity. As such, the adaptive reuse and outdoor amphitheatre components would result in a more intensive use at the site as more people would be living and working in the project area compared to existing conditions. Nevertheless, as discussed above, the VCSO anticipates that increased service calls, response times, and the need for additional personnel or patrol cars resulting from the adaptive reuse and outdoor amphitheatre components would be nominal, and the VCSO would continue to meet current target response times; refer to the VCSO's Public Services Correspondence.

Construction activities associated with the adaptive reuse and outdoor amphitheatre components would be required to comply with Municipal Code Title 8 and all adopted State construction codes. Specifically, the California Building Code includes emergency site access requirements that would minimize site safety hazards and potential construction-related impacts to police services. Furthermore, the adaptive reuse and outdoor amphitheatre components would be subject to Municipal Code Section 8-2.03, which requires payment of capital improvement fees to be used for the purposes of acquiring or improving VCSO/TOPD police facilities.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that are serviced by the VCSO. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts on police protection services.

Overall, with compliance with State and local regulatory requirements, construction and operational activities associated with the adaptive reuse, outdoor amphitheatre, and temporary relocation components would not result in the need for additional police protection facilities, the construction of which could cause significant environmental impacts, and would not adversely impact service ratios, response times, or other VCSO/TOPD performance standards. Less than significant impacts would occur in this regard.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Schools

Impact PS-3	**The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered school 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.**

Impact Analysis

Project-Level Analysis

Construction

The development component does not propose the construction of any new or physically altered school facilities. Additionally, the project site is not located near any existing school, such that its construction would disrupt school services. Due to its temporary nature, project construction activities would not generate additional students, and no impacts to school services would occur in this regard.

Operation

The operation of the development component is anticipated to introduce up to 660 residents, which would directly generate additional students in the project area. However, pursuant to AB 2926 and SB 50, the project applicant would be required to pay developer fees per square foot for residential and non-residential construction to offset development impacts on CVUSD's facilities and resources. Specifically, CVUSD establishes developer fee rates of approximately $3.36 per square foot of residential habitable space and $0.54 per square foot of commercial space.[91] As the project would be required to pay these developer fees, which are deemed to be full mitigation, impacts to school services would be less than significant.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. Future development associated with the adaptive reuse and outdoor amphitheatre components could increase residents and employment within the City. Thus, the adaptive reuse and outdoor amphitheatre components could increase demand for CVUSD school services. Pursuant to AB 2926 and SB 50, school fees imposed through the Education Code are deemed to be full mitigation for new development projects; thus, payment of school impact fees would offset the cost of providing services for students potentially generated by the adaptive reuse and outdoor amphitheatre components.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that are within the CVUSD's jurisdiction. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts on schools.

[91] Conejo Valley Unified School District, Hanna, Debra, Planning Specialist, correspondence dated September 26, 2025.

Accordingly, compliance with State and local regulations and payment of school impact fees would ensure impacts to CVUSD services are proportionally offset. Impacts would be less than significant in this regard.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Parks

Impact PS-4	**The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered park 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.**

Impact Analysis

Project-Level Analysis

The project site consists of 17.68 acres, and the operation of the development component is anticipated to introduce up to 660 residents. According to the CRPD's Public Services Correspondence, the City currently has a parkland standard of nine acres of developed parkland per 1,000 residents, and the General Plan requires an on-site park for development that is 10 acres in size or greater. Accordingly, the development component would be required to provide an on-site park that is at least a total of 2.16 acres of developed parkland (calculated pursuant to Municipal Code Section 9-3.1607, Amount of land to be dedicated), which would be deemed full mitigation for potential parkland and recreational impacts.[92]

As part of the development component, a 2.16-acre park (i.e., Carpenter Park) would be developed on-site. Carpenter Park would feature community-focused amenities and accommodate up to 70 vendor tents, 100 square feet in size, during special events such as farmers' markets and seasonal community events. Additional key features of Carpenter Park would include a park restaurant (Building B1), splash pad, raised decks, oak tree event deck, sculptural shade canopy, play areas, multi-purpose lawn, terraced seat walls, and a pedestrian-only emergency access road (i.e., East Main Road). As such, Carpenter Park, proposed as part of the development component, would meet the required acreage of developed parkland pursuant to Municipal Code Section 9-3.1607, and impacts would be less than significant in this regard.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. Potential impacts on park facilities are typically associated with residential developments or projects with a residential component; as the proposed adaptive reuse, outdoor amphitheatre, and temporary relocation components would not allow for residential uses, it is not anticipated that direct impacts to park facilities would result.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries. However, this component would not result in new development

[92] Residential population for purposes of calculating parkland dedication is determined pursuant to Municipal Code Section 9-3.1606, as applied through the methodology required by Section 9-3.1607, which results in an estimated residential population of approximately 480 persons. A higher population estimate of up to 660 residents is conservatively assumed elsewhere in this CEQA analysis for environmental impact assessment purposes.

or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts on parks.

As such, future development associated with the adaptive reuse, outdoor amphitheatre, and temporary relocation components would not directly increase demand for park facilities in a manner that would require the construction of new facilities, the construction of which could cause significant environmental impacts. Therefore, impacts would be less than significant in this regard.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Other Public Facilities

Impact PS-5	**The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities.**

Impact Analysis

Project-Level Analysis

Construction

The development component does not propose the construction of any new or physically altered library facilities. Due to its temporary nature, project construction activities would not generate an increase in the City's population, and no impacts in this regard would occur.

Operation

Operation of the development component is anticipated to introduce up to 660 residents to the City; thereby increasing demands for the City's Cultural and Community Services Department library services (i.e., facilities and resources). However, according to the City's Cultural and Community Services Department Public Services Correspondence, the City's Cultural and Community Services Department anticipates that the increase in demand for library services resulting from the development component would be nominal, and the City's Cultural and Community Services Department would continue to provide adequate service capabilities. The City's Cultural and Community Services Department library services' funding is provided through the City's property tax assessment, and additional financial funding is provided from the City's General Fund, as needed. These funds would be used to upgrade and expand existing facilities, as needed. Impacts associated with the development component are anticipated to be adequately funded by an increase in tax revenue, over an extended period of time, relative to the increase in development intensity. As such, the development component would not significantly increase residents in the City's Cultural and Community Services Department library services area, such that new or physically altered library service facilities would be required, the construction of which could cause significant environmental impacts. Less than significant impacts would occur in this regard.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. Potential impacts on library services are typically associated with residential

developments or projects with a residential component; as the proposed adaptive reuse, outdoor amphitheatre, and temporary relocation components would not allow for residential uses, it is not anticipated that direct impacts to library services would result. It should be noted that a small library outpost is proposed as part of this component.

Moreover, it is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts on other public facilities.

As such, future development associated with the adaptive reuse, outdoor amphitheatre, and temporary relocation components would not directly increase demand for library services in a manner that would require the construction of new facilities, the construction of which could cause significant environmental impacts. Therefore, impacts would be less than significant in this regard.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Recreation

Impact PS-6	**The proposed project would not 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, and would include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.**

Impact Analysis

Project-Level Analysis

The project site consists of 17.68 acres, and the operation of the development component is anticipated to introduce up to 660 residents. The 660 new residents introduced into the City due to the implementation of the proposed project would result in an increase in demand and use of existing neighborhood parks, regional parks, and other recreational facilities. Specifically, the proposed project would increase the use of El Parque de la Paz, Beyer Park, Estella Park, North Ranch Playfield, and Triunfo Community Park.

As part of the development component, a 2.16-acre park (i.e., Carpenter Park) would be developed on-site. Carpenter Park would feature community-focused amenities and accommodate up to 70 vendor tents, 100 square feet in size, during special events such as farmers' markets and seasonal community events. Additional key features of Carpenter Park would include a park restaurant (Building B1), splash pad, raised decks, oak tree event deck, sculptural shade canopy, play areas, multi-purpose lawn, terraced seat walls, and a pedestrian-only emergency access road (i.e., East Main Road). Construction of the 2.16-acre park would introduce high-level recreational amenities in the immediate project area that would exceed neighborhood and community park standards; thereby, alleviating potential significant increases in demand for El Parque de la Paz, Beyer Park, Estella Park, North Ranch Playfield, and Triunfo Community Park; refer to Impact Statement PS-4. As such, the construction of the proposed park as part of the development component would offset impacts regarding the use of existing neighborhood and regional parks or other recreational facilities; refer to CRPD's Public Services Correspondence. Moreover, although the development component would require the construction of a new on-site park, the proposed park would not have an adverse physical effect on the environment as analyzed throughout this EIR. Overall, impacts would be less than significant in this regard.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. Potential impacts on parks and recreational facilities are typically associated with residential developments or projects with a residential component; as the proposed adaptive reuse, outdoor amphitheatre, and temporary relocation components would not allow for residential uses, it is not anticipated that direct impacts to parks and recreational facilities would result.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts on recreational facilities.

As such, future development associated with the adaptive reuse, outdoor amphitheatre, and temporary relocation components would not directly increase demand for parks and recreational facilities in a manner that would 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, and would not include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. Therefore, impacts would be less than significant in this regard.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.13.5 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.” The cumulative analysis below considers the proposed project’s impacts in conjunction with the future buildout of the General Plan and cumulative projects listed in Table 4-1, Cumulative Projects List.

Fire Protection

- The proposed project, combined with other cumulative projects, would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection 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.

Impact Analysis

Similar to proposed/future development within the project site, cumulative projects could increase the demand for additional VCFD resources (e.g., additional staffing, equipment, and expanded/new facilities, etc.). Cumulative projects would be subject to all applicable laws, ordinances, and regulations in place for fire protection and emergency services, including Title 24 of the California Code of Regulations regarding fire suppression standards for new development.

As discussed above, proposed/future development in accordance with the proposed project would result in less than significant impacts to VCFD services upon compliance with applicable regulations. Therefore, the proposed project would not result in cumulatively considerable impacts to fire protection services.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Police Protection

- The proposed project, combined with other cumulative projects, would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection 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.

Impact Analysis

Similar to proposed/future development within the project site, cumulative projects could increase the demand for additional VCSO/TOPD resources (e.g., additional staffing, equipment, and expanded/new facilities, etc.). However, cumulative projects would be subject to VCSO/TOPD site plan review and approval. Additionally, in conformance with Municipal Code Section 8-2.03, cumulative developments would also be required to pay capital improvement fees to mitigate impacts on existing VCSO/TOPD services and resources.

As discussed above, proposed/future development in accordance with the proposed project would result in less than significant impacts to VCSO/TOPD services upon compliance with all applicable laws, ordinances, and regulations in place for police protection services, including payment of capital improvement fees. Therefore, the proposed project would not result in cumulatively considerable impacts to police protection services.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Schools

- The proposed project, combined with other cumulative projects, would not result in substantial adverse physical impacts associated with the provision of new or physically altered school 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.

Impact Analysis

Cumulative projects within the CVUSD school boundaries would introduce new development that could increase the demand for CVUSD services. However, cumulative projects would be required to pay the statutory school fees to CVUSD based on the type and size of development proposed pursuant to SB 50. Payment of school impact fees is considered full mitigation for a project's impacts associated with the need to provide new or altered school facilities to serve new students generated by future development.

As discussed above, proposed/future development in accordance with the proposed project would result in less than significant impacts to school services following compliance with the applicable laws, ordinances, and regulations in place for school services, including payment of school impact fees. Therefore, the proposed project would not result in cumulatively considerable impacts to school services.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Parks

- The proposed project, combined with other cumulative projects, would not result in substantial adverse physical impacts associated with the provision of new or physically altered park 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.

Impact Analysis

Cumulative projects could introduce new development that increases demand for park facilities provided by CRPD. However, cumulative projects would be required to adhere to all applicable laws, ordinances, and regulations pertaining to park facilities within the City, including the dedication of parklands or payment of park in-lieu fees to offset any potential increase in demand for CRPD-managed parks and recreational facilities.

As discussed, proposed/future development in accordance with the proposed project would result in less than significant impacts to existing CRPD park facilities. Therefore, the proposed project would not result in cumulatively considerable impacts to parks and recreational facilities.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Other Public Facilities

- The proposed project, combined with other cumulative projects, would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities.

Impact Analysis

Cumulative projects would introduce new development that could increase demand for the City's Cultural and Community Services Department library services. However, cumulative projects would be required to adhere to all applicable laws, ordinances, and regulations pertaining to parks and recreational facilities within the City.

As discussed above, proposed/future development in accordance with the proposed project would result in less than significant impacts to library services upon conformance with all applicable laws, ordinances, and regulations in place for library services. Therefore, the proposed project would not result in cumulatively considerable impacts to library services.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Recreation

- The proposed project, combined with other cumulative projects, would not 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, and include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

Impact Analysis

Cumulative projects could introduce new development that increases the use of existing neighborhood and regional parks or other recreational facilities provided by CRPD, such that substantial physical deterioration of the facility would occur or be accelerated, and include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. However, cumulative projects would be required to adhere to all applicable laws, ordinances, and regulations pertaining to parks and recreational facilities within the City, including the dedication of parklands or payment of park in-lieu fees to offset any potential increase in demand for CRPD-managed parks and recreational facilities.

As discussed, proposed/future development in accordance with the proposed project would result in less than significant impacts to existing CRPD park and recreational facilities. Therefore, the proposed project would not result in cumulatively considerable impacts in this regard.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.13.6 Significant Unavoidable Impacts

No significant unavoidable impacts related to public services and recreation have been identified.

INTENTIONALLY LEFT BLANK

5.14 Transportation

This section evaluates the potential for impacts related to transportation generated by the proposed project. 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. The analysis in this section is based in part on the Traffic, Circulation, and VMT Study, prepared by Associated Transportation Engineers, dated January 28, 2026, which is included in Appendix O, Traffic, Circulation, and VMT Study.

5.14.1 Environmental Setting

The following discussion provides a description of the regional and local circulation system to provide context for the impact discussions associated with a conflict with programs, plans, or policies; hazards due to design features; and inadequate access.

Existing Transportation Network

The project site is located in the central portion of the City of Thousand Oaks (City) in Ventura County. The regional transportation network consists of an extensive network of roadways, local transit systems, and pedestrian and bicycle facilities.

Existing Regional and Local Street System

Regional access to the project site is provided via the Ventura Freeway (Highway 101) and State Route 23 (SR-23). At the local level, the project site is located on the south side of Thousand Oaks Boulevard between The Lakes Drive and Zuniga Ridge Place, within the City-owned Civic Arts Plaza (CAP) complex. Existing roadways, including highways, arterials, and collector streets in the general vicinity of the proposed project, are depicted on Exhibit 5.14-1, Existing Local Roadway System. As depicted in Exhibit 5.14-1, the project site is situated in the vicinity of the following roadways:

- **Highway 101** is a six- to 12-lane highway, traversing the west coast of the United States in a north-south orientation. Highway 101 provides regional access to Los Angeles County to the east and Ventura County to the west, with local access to the project site provided via the Rancho Road and Hampshire Road interchanges.
- **State Route 23** (SR-23) is a six- to eight-lane highway, oriented in a north-south direction. SR-23 provides access to the City of Moorpark to the north and to communities in the Santa Monica Mountains and Malibu to the south. Local access to the project site from SR-23 is provided via the Hillcrest Drive interchange.
- **Thousand Oaks Boulevard** fronts the north side of the project site, and is a principal arterial roadway that extends east from Wilbur Road to its terminus just east of Carell Avenue (Agoura Hills). Thousand Oaks Boulevard provides access to the project site via its connection to Dallas Drive – Civic Arts Plaza.
- **Hillcrest Drive** is located to the north of the project site and is a minor arterial roadway that extends east from Teller Road to its terminus at Westlake Boulevard. Access to the project site is provided via its connections to Rancho Road, Erbes Road, and Conejo School Road.
- **Rancho Road** is located west of the project site and extends north from Haaland Drive to Hillcrest Drive. Rancho Road is classified as a collector roadway between Haaland Drive and the Highway 101 on- and off-ramps, as a principal arterial roadway between the Highway 101 on- and off-ramps and the Thousand Oaks Boulevard/Rancho Road intersection, and as a minor arterial roadway north of the Thousand Oaks Boulevard/Rancho Road intersection. Access to the project site is provided via its connection to Thousand Oaks Boulevard.
- **Erbes Road** is located west of the project site and is a principal arterial roadway that extends north from Thousand Oaks Boulevard to its terminus just north of Calle Zocalo. Access to the project site is provided via its connection to Thousand Oaks Boulevard.

INTENTIONALLY LEFT BLANK



Source: Associated Transportation Engineers, 2025

CSG CONSULTANTS

NOT TO SCALE

12/2025

DOWNTOWN THOUSAND OAKS PROJECT
ENVIRONMENTAL IMPACT REPORT

Existing Local Roadway System

Exhibit 5.14-1

INTENTIONALLY LEFT BLANK

- **Los Feliz Drive** is located west of the project site and is a local roadway that extends northeast from Thousand Oaks Boulevard to its terminus at Duesenberg Drive. Access to the project site is provided via its connection to Thousand Oaks Boulevard.
- **Zuniga Ridge Place** is located west of the project site and is a local roadway that extends south from Thousand Oaks Boulevard and becomes Oakwood Drive. Access to the project site is provided via its connection to Thousand Oaks Boulevard.
- **Dallas Drive – Civic Arts Plaza** is located at the project site and is a local roadway that extends south from Thousand Oaks Boulevard.
- **The Lakes Drive** is located to the east of the project site and is a local roadway that extends south from Thousand Oaks Boulevard. Access to the project site is provided via its connection to Thousand Oaks Boulevard.
- **Conejo School Road** is located east of the project site and is a minor arterial roadway that extends north from Willow Lane to Crown View Court, where it becomes La Granada Drive. Access to the project site is provided via its connection to Thousand Oaks Boulevard.
- **Hampshire Road** is located east of the project site and is a principal arterial that extends south from Thousand Oaks Boulevard to Westlake Boulevard, where it becomes Agoura Road. Access to the project site is provided via its connection to Thousand Oaks Boulevard.

Existing Transit Facilities/Services

Transit services in the City are provided by Thousand Oaks Transit (TOT), Ventura County Transportation Commission (VCTC) services, and LA Metro (Route 161). The Thousand Oaks Transportation Center is located on Haaland Drive just west of Rancho Road (approximately 3,600 feet west of the project site). Major transit stops are provided adjacent to the project site on both sides of Thousand Oaks Boulevard.[93] Route 43 provides service along Thousand Oaks Boulevard from The Oaks to the Thousand Oaks Transportation Center, and Lakeview Canyon Road every hour. The VCTC services do not directly serve the project site; however, Routes 50, 55, 70, 71, and 74 provide service from the Thousand Oaks Transportation Center to various stations between Ventura, Simi Valley, and Thousand Oaks. Route 161 provides service from the Thousand Oaks Transportation Center to Canoga Station every hour. Routes 43 and 161 provide service to these transit stops adjacent to the project site.

Existing Bicycle Facilities

The existing bicycle facility network in the City consists of multi-use paths, bicycle lanes, and shared bicycle routes. According to the Thousand Oaks General Plan 2045 (General Plan), the four types of existing and proposed bicycle facilities within the City are described as follows:

- **Class I** (Multi-Use Paths or "Bicycle Paths") is physically separated from motor vehicle travel routes, with exclusive rights-of-way for non-motorized users like bicyclists and pedestrians. Class I bicycle facilities do not occur nor are planned in the project vicinity.
- **Class II** (Bicycle Lanes) is a one-way route type that carries 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. Within the project vicinity, Hillcrest Drive, Erbes Road, and Conejo School Road are designated as Class II Bicycle Lanes. Additionally, Class II bicycle lanes are provided on Rancho Road, south of Thousand Oaks Boulevard, and on Hampshire Road, south of Willow Lane. It should be noted that future Class II bike lanes are also proposed along Thousand Oaks Boulevard per the City's adopted Draft Active Transportation Plan Update (ATP Update), dated February 2026.

[93] A major transit stop is defined in Public Resource Code Section 21064.3 as a site containing an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 20 minutes or less during the morning and afternoon peak commute periods.

- **Class III** (Bicycle Routes) is 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 miles per hour [mph] or less). Within the project vicinity, Thousand Oaks Boulevard and segments of Hillcrest Drive are designated as Class III Bicycle Routes.
- **Class IV** (Separated Bikeways [Cycle Tracks]) is a dedicated right-of-way bicycle-specific route that combines a multi-use path with the on-street infrastructure of a conventional bicycle lane. Separated bikeways are physically separated from motor vehicle traffic and designed to be distinct from any adjoining sidewalk. The variety of physical protection measures can include vertical delineators, raised curbs, parkway strips, reflective bollards, or parked vehicles. Separated bikeways can be either one-way or two-way, depending on the street network, available right-of-way, and adjacent land use. Class IV bicycle facilities do not occur nor are planned in the project vicinity.

Existing Pedestrian Facilities

The pedestrian network in Thousand Oaks consists of sidewalks along roadways (68 percent), trails (23 percent), roadways with missing sidewalks (8 percent), and greenbelts (1 percent).[94] In addition to the existing facilities, there are designated crossing guard locations throughout the City to assist children with crossing the street and to remind drivers of the presence of potentially vulnerable pedestrians. Within the project vicinity, sidewalks are currently provided on Thousand Oaks Boulevard, Dallas Drive, The Lakes Drive, and Zuniga Ridge Place. Americans with Disabilities Act (ADA) accessible crosswalks with pedestrian signal heads are provided on two legs of the Thousand Oaks Boulevard/Dallas Drive intersection, all legs of the Thousand Oaks Boulevard/The Lakes Drive intersection, two legs of the Thousand Oaks Boulevard/Zuniga Ridge Place intersection, and all legs of the Thousand Oaks Boulevard/Conejo School Road intersection.

5.14.2 Regulatory Setting

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

Federal

There are no federal regulations related to transportation that are applicable to the proposed project.

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 Section 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, Highway 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.

[94] City of Thousand Oaks, Draft Active Transportation Plan Update, February 2026, https://www.toaksatp.org/City%20of%20Thousand%20Oaks%20Draft%20ATP%20Update%202026%20(02-09-26).pdf, accessed on February 17, 2026.

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 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 Land Use and Climate Innovation (LCI), formerly 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. 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. LCI 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 interim 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, Circulation, and VMT Study that the proposed project does not meet any of the City's screening criteria. As such, a CEQA Transportation Assessment was prepared to evaluate VMT against the City's recommended thresholds. Neither CLI nor the City has 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

Southern California Association of Governments/2024-2050 Regional Transportation Plan/Sustainable Communities Strategy

In compliance with SB 375, on April 4, 2024, the Southern California Association of Governments (SCAG) Regional Council adopted the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (2024–2050 RTP/SCS), also known as Connect SoCal, a long-range visioning plan that incorporates land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern while meeting GHG reduction targets set by the California Air Resources Board (CARB). The 2024–2050 RTP/SCS contains baseline socioeconomic projections that are used as the basis for SCAG's transportation planning, as well as the provision of services by the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties.

The 2024–2050 RTP/SCS's "Core Vision" prioritizes the maintenance and management of the region's transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets. The 2024–2050 RTP/SCS intends to create benefits for the SCAG region by achieving regional goals

for sustainability, transportation equity, improved public health and safety, and enhancement of the region's overall quality of life.

SCAG policies are directed toward the development of regional land use patterns that contribute to reductions in vehicle miles and improvements to the transportation system. The goals of the 2024–2050 RTP/SCS are as follows:

1. Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions.
2. Ensure that reliable, accessible, affordable, and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities.
3. Support planning for people of all ages, abilities, and backgrounds.
4. Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances.
5. Produce and preserve diverse housing types in an effort to improve affordability, accessibility, and opportunities for all households.
6. Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions, such as climate change.
7. 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.
8. Conserve the region's resources.
9. Improve access to jobs and educational resources.
10. 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.

In addition, the 2024-2050 RTP/SCS is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG emission reduction goals and federal Clean Air Act requirements. These are articulated in a set of Regional Strategic Investments, Regional Planning Policies, and Implementation 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.[95]

City of Thousand Oaks General Plan 2045

The City regulates traffic and circulation through the implementation of adopted policies and programs within the General Plan, which prescribes goals, policies, and action items to regulate traffic within the City. The General Plan contains policy statements that serve as a framework for evaluating proposed projects in regard to their potential to affect proposed development within the City. The General Plan Land Use and Circulation Map determines existing roadway network classifications in the City according to a hierarchy based on right-of-way width, and a separate classification for freeways. The General Plan Mobility Element includes several goals regarding transportation and circulation in the City, including:

[95] City of Thousand Oaks, Road Design and Construction Standards and Standard Land Development Specifications, https://toaks.gov/corecode/storage/uber_resource/uploaded_pdfs/2018%20Road%20Standards%20Signed%20-%20Rev%206.05.20%20reduced_1738798381.pdf, May 2018.

Access and Connectivity

- **Goal M-1:** Create and maintain a transportation system that is safe for travelers of all ages and abilities regardless of mode.
    - **Policy 1.1 Safety:** Use the LRSP to ensure a systemic safety approach to proactively mitigate conflict and address gaps in the system.
    - **Policy 1.2 Roadway design:** Design and maintain the public right-of-way through a complete streets approach that facilitates safe, comfortable, and efficient travel for all travelers on the roadway.
    - **Policy 1.3 Intersection design:** Prioritize mobility and safety for non-motorized modes in all intersection designs.
    - **Policy 1.4 Active transportation:** Reaffirm and implement the ATP, designed to provide guidance for non-motorized travel, infrastructure improvements that make multimodal transportation safer, provides connectivity, and safety thresholds for roadways that balance motorized and non-motorized transportation.
- **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.

Community Health

- **Goal M-3:** Create and maintain a transportation system that improves community health.
    - **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.

Managed Infrastructure Improvements

- **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-5:** Create and maintain a transportation system that fosters vibrant commercial centers and economic resiliency.
    - **Policy 5.5 Transit equity:** Consider measures that enable fare affordability, including free and/or reduced fares for people without access, such as special needs, seniors and low-income families.

Sustainability

- **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.

The General Plan Safety Element includes goals regarding transportation and circulation in the City, including:

Wildfires

- **Goal S-5:** Provide necessary prevention services to reduce loss and damage due to wildfire.
  - **Policy 5.2 Road widths and clearances:** Ensure that new development has appropriate road widths and clearances in accordance with:
    - Standards specified in the City of Thousand Oaks Road Standards and construction specifications in effect at the time of construction.
    - Any other standard and specific conditions required by State and County Fire Codes and VCFPD in the permit application.
  - **Policy 5.13 Ingress and Egress Points:** Whenever feasible, require the construction of multiple ingress and egress points for new development projects in high fire hazard severity zones. For example, each neighborhood should have at least two emergency evacuation ingress and egress points. See Figure 10.9.

City of Thousand Oaks Vehicle Miles Traveled Analysis for CEQA Compliance Administrative Policy

The City adopted the Vehicle Miles Traveled (VMT) Analysis for CEQA Compliance on July 1, 2020. The Citywide policy uses VMT as the metric to measure transportation impacts from proposed development projects on a case-by-case basis pursuant to California Government Code 15064(b)(2) in conformance with the California Environmental Quality Act (CEQA) and in compliance with SB 743. Any project subject to CEQA review that is not determined to be exempt per the State CEQA Guidelines would require an initial screening to determine if the project warrants further transportation assessment. The VMT Analysis for CEQA Compliance Administrative Policy provides screening criteria to determine VMT impacts based on Trip Generation[96] and Low VMT Area.[97] Projects that do not meet these criteria would require a Traffic Impact Analysis (TIA) to determine the project's environmental impact. As stated above, it was determined in the Traffic, Circulation, and VMT Study that the proposed project does not meet any of the City's screening criteria. As such, a CEQA Transportation Assessment was prepared to evaluate VMT against the City's recommended thresholds. The Ventura County Transportation Model (VCTM), a travel demand model, is used to determine the project's VMT. The VMT is presented as VMT per capita for residential projects and VMT per employee

[96] Any project that generates less than 100 p.m. peak hour trips based on the ITE 11th Edition Trip Generation Manual or most current edition published at the time the project application is submitted.

[97] Low VMT Area: This criteria includes a map-based approach. Different sections of the City display different VMT characteristics based on land use and other factors. Areas where the General Plan favors intensification of development are generally areas of low average VMT. The following methodology shall be used for determining if a project meets the map-based screening threshold: a. The proposed project must be consistent with the General Plan designation and zoning. b. The Ventura County Transportation Commission (VCTC) has produced a countywide model for VMT and will provides maps to member agencies when available. The City's Public Works Department will obtain and maintain the most current map for the purpose of this interim policy. c. For projects located in low VMT areas, the applicant must demonstrate that the project will result in a similar level of VMT as the surrounding land use within the Transportation Analysis Zone (TAZ), as shown on the best available map approved by the City's Community Development Department and the City's Public Works Department staff for project analysis. Where the project site is on the boundary of another TAZ, the same low VMT as the TAZ the project site is located must be determined. The VMT methodology may use VMT per capita, per employee, or net VMT as allowed by the California Government Code.

for employment projects (retail, office, industrial). Project VMT may be determined through new model runs or by using the VMT per capita and per employee for the current land uses in the model Transportation Analysis Zone (TAZ) that would contain the proposed project.

Thousand Oaks Active Transportation Plan

The City adopted the ATP Update in February 2026 to provide up-to-date planning guidance for non-motorized travel infrastructure improvements that make multimodal transportation safer and more enjoyable. Additionally, the ATP Update seeks to educate and promote active transportation to increase bicycling and walking throughout the City as a way to reduce VMT and GHG emissions. The City established its first Active Transportation Plan in December 2019 (2019 ATP). The ATP Update is a continuation of the 2019 ATP's mission of promoting active transportation as a strategy to reduce VMT and GHG emissions, while improving public health and mobility options. Existing conditions related to existing bicycle and pedestrian infrastructure are provided in the ATP Update to guide the location and type of new or upgraded facility recommendations. Moreover, the ATP Update continues to support the goals established in the 2019 ATP. Specifically, the following goals are identified:

- **Goal 1:** Foster an Active Transportation-Friendly Environment;
- **Goal 2:** Expand a Connected Network;
- **Goal 3:** Encourage Local Planning Efforts; and
- **Goal 4:** Provide an Education and Promotion Roadmap.

5.14.3 Impact Thresholds and Significance Criteria

Appendix G of the CEQA Guidelines contains the Environmental Checklist form used during preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Conflict with a program, plan, ordinance or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities (refer to Impact Statement T-1);

b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) (refer to Impact Statement T-2);

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (refer to Impact Statement T-3); and/or

d) Result in inadequate emergency access (refer to Impact Statement T-4).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

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 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 operation to existing traffic data for the local roadways.

Vehicle Miles Traveled

In order to comply with SB 743, projects are evaluated based on the City's VMT Analysis for CEQA Compliance Administrative Policy. The City's VMT Analysis for CEQA Compliance Administrative Policy provides screening criteria to determine VMT impacts based on Trip Generation[98] and Low VMT Area.[99] Projects that do not meet these criteria would require a TIA to determine the project's environmental impact. Moreover, for projects that do not meeting the City's screening criteria, the administrative policy states that thresholds of significance would be determined on a case-by-case basis. For the purposes of this project, the threshold of significance is as follows:

- A significant impact would occur if the project TAZ's (60189101) VMT per capita or VMT per employee (with the project) exceeds the Citywide average VMT per capita or per employee of the baseline (without the project).

In order to determine the project's potential level of impact, the following modified threshold of significance was utilized to account for the mixed-use nature of the project:

- A significant impact would occur if the project TAZ's VMT per service population (i.e., residents plus employees) in the "with project" scenario exceeds the project TAZ's VMT per service population in the existing/baseline scenario.

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 the 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.

5.14.4 Impacts and Mitigation Measures

The proposed project involves two components: (1) development of two mixed-use buildings, a hotel, a park, a restaurant, associated infrastructure, hardscape, landscaping, and site improvements (herein referenced as the "development component"), and (2) development of a bandshell and associated amphitheatre, the adaptive reuse of the existing Civic Arts Plaza, and the temporary relocation of City staff and in-person public services associated with the existing City Hall to off-site location(s) within existing permitted office space within City boundaries (herein referenced as the "adaptive reuse, outdoor amphitheatre, and temporary relocation components").

[98] Any project that generates less than 100 p.m. peak hour trips based on the ITE 11th Edition Trip Generation Manual or most current edition published at the time the project application is submitted.

[99] Low VMT Area: This criteria includes a map-based approach. Different sections of the City display different VMT characteristics based on land use and other factors. Areas where the General Plan favors intensification of development are generally areas of low average VMT. The following methodology shall be used for determining if a project meets the map-based screening threshold: a. The proposed project must be consistent with the General Plan designation and zoning. b. The Ventura County Transportation Commission (VCTC) has produced a countywide model for VMT and will provides maps to member agencies when available. The City's Public Works Department will obtain and maintain the most current map for the purpose of this interim policy. c. For projects located in low VMT areas, the applicant must demonstrate that the project will result in a similar level of VMT as the surrounding land use within the Transportation Analysis Zone (TAZ), as shown on the best available map approved by City's Community Development Department and the City's Public Works Department staff for project analysis. Where the project site is on the boundary of another TAZ, the same low VMT as the TAZ the project site is located must be determined. The VMT methodology may use VMT per capita, per employee, or net VMT as allowed by the California Government Code.

Conflict with Local Program, Plan, Ordinance, or Policy

Impact T-1	**The proposed project would not conflict with a program, plan, ordinance or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities.**

Impact Analysis

A significant impact may occur if the proposed project conflicts with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The analyses below demonstrate that the proposed 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. The City's ATP Update is discussed below. Refer to Section 5.10, Land Use and Planning, for a project-specific analysis of transportation and circulation policies and goals identified in the City's General Plan, Civic Arts Plaza Specific Plan (SP-11), and the SCAG 2020–2045 RTP/SCS.

Project-Level Analysis

Roadway Improvements

Refer to the analysis under Impact Statement T-2 below for an analysis of potential project-related VMT impacts. The project would introduce additional and modified access points from East Thousand Oaks Boulevard, including West Road, which provides a new entrance to the project area, from Thousand Oaks Boulevard, at the northwestern corner of the project site. West Road terminates at the existing Oakwood Drive cul-de-sac, which would be improved as a roundabout, with a driveway extension to access the existing parking garage. The existing Dallas Drive intersection would be enhanced and would serve as the primary project site entrance and link to the proposed Main Street, which would run east and west through the central portion of the project site. Dallas Drive would provide two 14-foot-wide travel lanes in each direction, connecting Thousand Oaks Boulevard and Main Street, with a total length of 165 feet. The proposed East Main Street would be a pedestrian-only promenade and 24-foot-wide emergency vehicle access way, providing a connection between the Dallas Drive intersection with East Main Street, to The Lakes Drive on the east side of the project site. The proposed West Main Street would be a 24-foot-wide street with two 12-foot-wide travel lanes. West Road is a two-way street with three 11-foot-wide travel lanes that would connect East Thousand Oaks Boulevard to West Main Street and south to the proposed Oakwood Drive roundabout. Left and right turns can be made onto West Road entering the project site, while only right turns can be made exiting the project site from West Road onto East Thousand Oaks Boulevard. Refer to Exhibit 3-5, Proposed Circulation and Parking Plan.

Multi-Modal Transportation Improvements

The City is well-served by sidewalks, with relatively few gaps in the sidewalk network. Within the project vicinity, sidewalks are currently provided on Thousand Oaks Boulevard, Dallas Drive, The Lakes Drive, and Zuniga Ridge Place. ADA-accessible crosswalks with pedestrian signal heads are provided on two legs of the Thousand Oaks Boulevard/Dallas Drive intersection, all legs of the Thousand Oaks Boulevard/The Lakes Drive intersection, two legs of the Thousand Oaks Boulevard/Zuniga Ridge Place, and all legs of the Thousand Oaks Boulevard/Conejo School Road intersection. Class II bicycle lanes are provided on Hillcrest Drive, Erbes Road, and Conejo School Road, on Rancho Road, south of Thousand Oaks Boulevard, and on Hampshire Road, south of Willow Lane. Thousand Oaks Boulevard and segments of Hillcrest Drive are designated as Class III Bicycle Routes. Major transit stops (Routes 43 and 161) are provided adjacent to the project site on both sides of Thousand Oaks Boulevard.

The project proposes new 10- to 19-foot-wide sidewalks on Thousand Oaks Boulevard and bicycle parking along the project frontage. Additionally, a bus pull-out area and bus shelter would be constructed along East Thousand Oaks Boulevard, just east of the Dallas Drive/East Thousand Oaks Boulevard intersection. The project proposes 20-foot-wide sidewalks on both sides of Dallas Drive, along with a pedestrian crosswalk across Dallas Drive at its intersection with Thousand Oaks Boulevard. West Main Street would include 10- to 30-foot-wide sidewalks with a mid-block pedestrian

crossing where the building pass-through provides access to the Thousand Oaks Boulevard street frontage. Refer to Exhibit 3-5, Proposed Circulation and Parking Plan.

Construction activities associated with the project may temporarily impact these existing and proposed facilities, as temporary partial lane closures may be required during construction; however, all encroachments into the public right-of-way 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. As such, the project would not conflict with existing transit, bicycle, or pedestrian facilities, and impacts would be less than significant.

At project completion, operation of the project would not conflict with any program, plan, ordinance, or policy addressing the City's existing transit, bicycle, or pedestrian network, including the City's General Plan policies and ATP Update (i.e., multi-modal transportation improvements would continue to support Goals 1 through 4 of the ATP Update); refer to Section 5.10. Surrounding roadways, transit, bicycle, and pedestrian facilities would be restored to pre-project conditions upon the completion of construction. Thus, impacts would be less than significant in this regard.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. Specifically, the adaptive reuse and outdoor amphitheatre components would not exceed the roadway and multi-modal transportation improvements described above. The adaptive reuse and outdoor amphitheatre components would also comply with the transportation and circulation policies and goals identified in the City's General Plan, ATP Update, SP-11, and the SCAG 2020–2045 RTP/SCS; refer to Section 5.10. As such, the adaptive reuse and outdoor amphitheatre components would not conflict with any program, plan, ordinance, or policy addressing the City's existing transit, bicycle, or pedestrian network, and impacts would be less than significant in this regard.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that are closer to other transit, roadway, bicycle, and pedestrian facilities. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not conflict with any program, plan, ordinance, or policy addressing the City's existing transit, bicycle, or pedestrian network. The temporary relocation component would not result in impacts on transit, bicycle, or pedestrian plans.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Vehicle Miles Traveled

Impact T-2	**The proposed project would conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b).**

Impact Analysis

Project-Level Analysis

VMT Screening Criteria

As mentioned above, any project subject to CEQA review that is not determined to be exempt per the State CEQA Guidelines would require an initial screening to determine if the project warrants further transportation assessment. Projects subject to CEQA review that meet at least one of the screening criteria are considered exempt for the purposes of CEQA and are presumed to have VMT impacts that are less than significant. Specifically, the City's VMT Analysis for CEQA Compliance Administrative Policy provides screening criteria to determine VMT impacts based on trip generation and low VMT areas, which are as follows:

- **Trip Generation:** Any project that generates less than 100 p.m. peak hour trips based on the ITE 11th Edition Trip Generation Manual or most current edition published at the time the project application is submitted.
    - **Not Applicable:** Based on the Traffic, Circulation, and VMT Study, the proposed project would result in a net increase of 5,876 average daily traffic (ADT), 238 a.m. peak hours trips, and 401 p.m. peak hour trips. As such, the proposed project would exceed the 100 p.m. peak hour trips threshold and would not meet the trip generation screening criteria.
- **Low VMT Area:** This criteria includes a map-based approach. Different sections of the City display different VMT characteristics based on land use and other factors. Areas where the General Plan favors intensification of development are generally areas of low average VMT. The following methodology must be used for determining if a project meets the map-based screening threshold: a) The proposed project must be consistent with the General Plan designation and zoning; b) The VCTC has produced a countywide model for VMT and will provide maps to member agencies when available. The City's Public Works Department will obtain and maintain the most current map for the purpose of this interim policy; c) For projects located in low VMT areas, the applicant must demonstrate that the project will result in a similar level of VMT as the surrounding land use within the TAZ, as shown on the best available map approved by the City's Community Development Director and the City's Public Works Department staff for project analysis. Where the project site is on the boundary of another TAZ, the same low VMT as the TAZ in which the project site is located must be determined. The VMT methodology may use VMT per capita, per employee, or net VMT as allowed by the California Government Code.
    - **Not Applicable:** As listed in Section 3.11, Discretionary Approvals, the proposed project would require a General Plan Amendment to change the land use designation of a 5.33-acre portion of the project site from Institutional to Mixed-Use and adjust the language allowing an exception to the height maximum required by the Mixed-Use Land Use Designation; and, a Specific Plan Amendment to revise SP-11 subarea boundaries, associated acreages, text, exhibits regarding development and design standards, and procedures for minor or major changes to entitlements under SP-11, specifically within the proposed new Downtown Core Subarea (i.e., Subareas B, C, and E) between Conejo School Road and the western project boundary. Additionally, the project site is not located in a low VMT area. As such, the proposed project would not meet the aforementioned screening criteria.

As analyzed above, the proposed project does not meet any of the City's screening criteria and thus, would require a TIA to determine the project's environmental impact. As such, a CEQA Transportation Assessment was prepared to evaluate VMT against the City's recommended thresholds; refer to Appendix O.

Full VMT Analysis and Modeling Assumptions

VMT has been calculated using the VCTM, consistent with the City's VMT Analysis for CEQA Compliance Administrative Policy. The VCTM is a land-use-based model (a subarea model of the SCAG travel demand model) that is consistent with the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS) travel-demand model assumptions and inputs. The model consists of a 2016 base year scenario and a 2040 future year scenario. The

2016 base year scenario was utilized for this analysis, which is a region-wide standard for existing and baseline conditions analysis. The VCTM provides work-based VMT per employee data for the City as well as the various TAZs within the City, including the TAZ that encompasses the project site (60189101). The VCTM data was used to establish the home-based VMT per employee thresholds for the City and to estimate the home-based VMT per resident and work-based VMT per employee for the project. The following data was applied to the project TAZ to account for the proposed project in the VCTM:[100]

- Residential: 240 net new households, 552 net new residents (population); and
- Non-residential: 298 net new employees.

As shown in Table 5.14-1, Residential VMT Summary, the existing citywide home-based VMT per capita is 15.33 VMT per capita. The VCTM data shows that the residents within the project TAZ generate 0.22 VMT per capita without the project. At project buildout, the residential component of the proposed project would result in 7.04 VMT per capita (with implementation of the TDM and VMT reduction strategies incorporated as part of the project's characteristics; refer to Section 3.0, Project Description, for a comprehensive list of these strategies) with the project.[101] Overall, the residential component of the project would be below the citywide baseline impact threshold of 15.33 VMT per capita, and VMT impacts would be less than significant in this regard.

Table 5.14-1
Residential VMT Summary

City of Thousand Oaks VMT[1]	TAZ VMT Without Project[2]	TAZ VMT Estimate With Project[3]	Significant Impact?
15.33	0.22	7.04	No

Source: Associated Transportation Engineers, Traffic, Circulation, and VMT Study, January 28, 2026.
Notes:
[1] City of Thousand Oaks home-based VMT per capita based on VCTM.
[2] TAZ home-based VMT per capita based on VCTM analysis zones.
[3] TAZ home-based VMT per capita with the project based on VCTM analysis zones. Assumes implementation of VMT reduction measures.

As shown in Table 5.14-2, Employee VMT Summary, the existing citywide work-based VMT per employee is 22.62 VMT per employee. The VCTM data shows that the employees within the project TAZ generate 24.29 VMT per employee without the project. At project buildout, the employee component of the proposed project would result in 26.37 VMT per employee (with implementation of the TDM and VMT reduction strategies incorporated as part of the project's characteristics) with the project.[102] Overall, the employee component of the project would be above the citywide baseline impact threshold of 22.62 VMT per employee, and impacts would remain significant and unavoidable in this regard.

[100] It should be noted that the net new residents (population) and net new employee values differ from those in other EIR sections as these values are calculated using the VCTM's Model SED Category and Employment/Population Conversion Factors, which differ from those used in other EIR sections; refer to Appendix A, Socio-economic Data Conversion, of the Traffic, Circulation, and VMT Study (Appendix O), for the conversion calculations.
[101] Refer to Appendix B, VMT Outputs and Reduction Measures, of the Traffic, Circulation, and VMT Study (Appendix O), for VMT per capita calculation with and without total reduction values.
[102] Ibid.

Table 5.14-2
Employee VMT Summary

City of Thousand Oaks VMT[1]	TAZ VMT Without Project[2]	TAZ VMT Estimate With Project[3]	Significant Impact?
22.62	24.29	26.37	Yes

Source: Associated Transportation Engineers, Traffic, Circulation and VMT Study, January 28, 2026.
Notes:
[1] City of Thousand Oaks work-based VMT per employee based on VCTM.
[2] TAZ existing work-based VMT per employee based on VCTM analysis zones.
[3] TAZ work-based VMT per employee with the project based on VCTM analysis zones. Assumes implementation of VMT reduction measures.

As detailed in the City's VMT Analysis for CEQA Compliance Administrative Policy, the City has adopted an administrative policy stating that thresholds of significance would be determined on a case-by-case basis. The project consists of a variety of residential and non-residential uses; thus, a modified threshold of significance has been utilized to account for the mixed-use nature of the project:

- A significant impact would occur if the project TAZ's VMT per service population (i.e., residents plus employees) in the "with project" scenario exceeds the project TAZ's VMT per service population in the existing/baseline scenario.

As shown in Table 5.14-3, Service Population VMT Summary, the existing citywide VMT per service population is 17.83 VMT per service population. The VCTM data shows that the TAZ generates 23.76 VMT per service population with the project. With the implementation of the TDM and VMT reduction strategies incorporated as part of the project's characteristics, the proposed project would result in 19.37 VMT per service population with the project. When comparing the VMT results from the project's TAZ and utilizing the VMT per service population metric to account for the variety of land uses, the proposed project would not be forecasted to result in a potentially significant VMT impact. Overall, the VCTM data shows that the proposed project would result in an overall reduction in the VMT per service population generated by TAZ, and VMT impacts would be less than significant in this regard.

Table 5.14-3
Service Population VMT Summary

City of Thousand Oaks VMT[1]	TAZ VMT Without Project[2]	TAZ VMT Estimate With Project[3]	Significant Impact?
17.83	23.76	19.37	No

Source: Associated Transportation Engineers, Traffic, Circulation and VMT Study, January 28, 2026.
Notes:
[1] City of Thousand Oaks existing/baseline VMT per service population of the Project's TAZ.
[2] TAZ existing VMT per service population based on the VCTM analysis zones.
[3] TAZ VMT per service population with the project based on the VCTM analysis zones. Assumes implementation of VMT reduction measures.

Conclusion

In conclusion, as a conservative approach, TAZ work-based VMT per employee with the project would result in significant and unavoidable impacts even with the implementation of the TDM and VMT reduction strategies incorporated as part of the project's characteristics. Thus, VMT-related impacts would remain significant and unavoidable in this regard.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different

impacts than those already analyzed above. Specifically, the adaptive reuse and outdoor amphitheatre components would not exceed the VMT impacts described above. TAZ work-based VMT per employee with the project would result in significant and unavoidable impacts, even with the implementation of the TDM and VMT reduction strategies incorporated as part of the project's characteristics. As such, VMT-related impacts would remain significant and unavoidable in this regard.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Overall, the temporary relocation component, combined with the development, adaptive reuse, and outdoor amphitheatre components, would result in VMT-related impacts that are significant and unavoidable.

MITIGATION MEASURES

No mitigation measures are feasible.

Level of Significance: Impacts would be significant and unavoidable.

Roadway Safety Hazards

Impact T-3	**The proposed project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).**

Impact Analysis

Project-Level Analysis

The project would be subject to the City's standard design guidelines to regulate design through the General Plan and Zoning Ordinance to ensure compatible use. The project proposes to introduce additional and modified access points from East Thousand Oaks Boulevard, including West Road, which would provide a new entrance to the project area from Thousand Oaks Boulevard, at the northwestern corner of the project. West Road terminates at the existing Oakwood Drive cul-de-sac, which would be improved as a roundabout, with a driveway extension to access the existing parking garage. The existing Dallas Drive intersection would be enhanced and serve as the primary project site entrance and link to the proposed Main Street, which would run east and west through the central portion of the project site. Dallas Drive would provide two 14-foot-wide travel lanes in each direction, connecting Thousand Oaks Boulevard and Main Street, with a total length of 165 feet. East Main Street would be a pedestrian-only promenade and 24-foot-wide emergency vehicle access way, providing a connection between the Dallas Drive intersection with East Main Street, to The Lakes Drive. West Main Street would be a proposed 24-foot-wide street with two 12-foot-wide travel lanes. West Road is a two-way street with three 11-foot-wide travel lanes that would connect East Thousand Oaks Boulevard to West Main Street and south to the proposed Oakwood Drive roundabout. Left turns can be made onto West Road entering the project site, while only right turns can be made exiting the project site from West Road onto East Thousand Oaks Boulevard. On-site and adjacent improvements would be designed in accordance with all applicable design standards set forth by the City, which were established to ensure safe and efficient vehicular circulation. In addition, the City reviews all site plans to ensure that adequate line-of-sight is provided at all driveways, making sure that no structures or landscaping block the views of vehicles entering and exiting a site. The City of Thousand Oaks Public Works and Community Development Departments would review plans to ensure that the project would not block sight-distance lines, that adequate stacking distance is provided so vehicles do not back up into the public right-of-way, and that adequate turnaround space and/or operational plans are developed to ensure that vehicles are able to enter the public right-of-way in a forward-facing vehicle. As such, no sharp curves, dangerous intersections, or incompatible uses

would be introduced by the project. Therefore, impacts associated with hazardous design features or incompatible land uses would be less than significant.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. Specifically, the adaptive reuse and outdoor amphitheatre components would not exceed the transportation considerations described above. Therefore, impacts associated with hazardous design features or incompatible land uses would be less than significant regarding the adaptive reuse and outdoor amphitheatre components.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries. However, this component would not result in new development or significant additional employees exceeding those already accounted for with existing staffing levels, and would be temporary in nature. No construction is proposed off-site. As such, the temporary relocation component would not introduce sharp curves, dangerous intersections, or incompatible uses. The temporary relocation component would not result in impacts related to hazardous design features.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Emergency Access

Impact T-4	**The proposed project would not result in inadequate emergency access.**

Impact Analysis

Project-Level Analysis

As discussed above, the project proposes to introduce additional and modified access points on-site. On-site emergency vehicle access would be provided along West Road, Dallas Drive, Main Street, and Oakwood Drive. Project circulation would be designed and constructed to City and VCFD standards, and would comply with City and VCFD width, clearance, and turning-radius requirements.

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. More specifically, the proposed project would generate a total of up to 102 hauling truck trips during demolition and grading phases combined and approximately 133 vendor trips during building construction phases combined; refer to Section 5.2, Air Quality. This would represent approximately 1.3 percent of the existing Thousand Oaks Boulevard ADT of 18,000 along the project frontage; refer to Figure 4, Existing Traffic Volumes, of the Traffic, Circulation, and VMT Study.[103] Thus, the proposed construction activities would not generate construction traffic that could potentially affect emergency access to the project site and surrounding uses. Further, all encroachments into the public right-of-way (i.e., construction activities related to extensions of utilities to the project site) would be coordinated

[103] To provide a conservative value, for purposes of this calculation, the 102 hauling truck trips and approximately 133 vendor trips were combined and assumed to occur concurrently when compared to the existing total ADT along Thousand Oaks Boulevard.

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 project site is located in an established urban area that is well served by local emergency service providers, including Ventura County Fire Station 31, Westlake (151 Duesenberg Drive), located approximately 0.85-miles east of the project site, and the Ventura County Sheriff's Office/Thousand Oaks Police Department Station (2102 East Olsen Road), located approximately 4.91 miles northeast of the project site. In addition, the project site is located within Evacuation Area 2, within the northeastern Thousand Oaks area, which includes multiple evacuation routes, including the adjacent Thousand Oaks Boulevard, SR-23, and Highway 101.[104] Further, the City and the VCFD would review the project's site plans to confirm that the proposed emergency vehicle access driving aisles meet the applicable State and local codes and standards pertaining to emergency access, and emergency personnel can access all levels of each building proposed on-site. Refer to Section 5.17, Wildfire, for a full analysis of the emergency services access provided by the project site.

The Public Works and Community Development Departments would review project plans to ensure that sight-distance lines are maintained. In addition, adequate stacking distance would be provided so vehicles would not back up into the public right-of-way, and adequate turnaround space and/or operational plans would be developed to ensure that vehicles would be able to enter the public right-of-way in a forward-facing vehicle. Because the project would comply with all applicable local requirements related to emergency vehicle access and circulation, the project would not result in inadequate emergency access. Therefore, impacts associated with inadequate emergency access would be less than significant.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. Specifically, the adaptive reuse and outdoor amphitheatre components would not exceed the emergency access considerations described above. Therefore, impacts associated with inadequate emergency access would be less than significant regarding the adaptive reuse and outdoor amphitheatre components

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Furthermore, as this component would occur within existing permitted office space and would not exceed the capacity of such spaces, the temporary relocation component would not introduce new impacts outside those contemplated in the permitting process and as part of the General Plan buildout (i.e., given that the off-site locations' respective land use designations and zoning districts would not be amended/changed). As such, the temporary relocation component would not result in impacts associated with inadequate emergency access.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

[104] City of Moorpark, City of Simi Valley, and City of Thousand Oaks, *Tri-Cities Emergency Evacuation Awareness Plan*. 2025. Pages 57 and 59, Figure 8, City of Thousand Oaks Evacuation Routes Maps. https://toaks.gov/corecode/storage/uber_resource/uploaded_pdfs/2-26-25%20Final%20Edition%20of%20the%20Emergency%20Evacuation%20Awareness%20Plan_1745020069.pdf. Accessed on December 23, 2025.

5.14.5 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." The cumulative analysis below considers the proposed project's impacts in conjunction with the future buildout of the General Plan and cumulative projects listed in Table 4-1, Cumulative Projects List.

Conflict with Local Program, Plan, Ordinance, or Policy

- **The proposed project, combined with other cumulative projects, would not conflict with a program, plan, ordinance or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities.**

Impact Analysis

As described under Impact Statement T-1 and examined in Section 5.10, the proposed project is consistent with the City's General Plan, the ATP Update addressing the circulation system, SP-11, and SCAG's 2024-2050 RTP/SCS, and would not conflict with adopted policies, plans, or programs regarding public transit or bicycle or pedestrian facilities. Therefore, the proposed project would not result in cumulatively considerable impacts to existing regulations and standards pertaining to transit, roadway, and bicycle and pedestrian facilities; impacts would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Vehicle Miles Traveled

- **The proposed project, combined with other cumulative projects, would conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b).**

Impact Analysis

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 significant and unavoidable VMT impacts (TAZ work-based VMT per employee), the project would make an incremental but significant contribution to cumulatively considerable regional VMT. Therefore, the project's contributions to cumulative impacts would be significant and unavoidable.

MITIGATION MEASURES

No mitigation measures are feasible.

Level of Significance: Impacts would be significant and unavoidable.

Roadway Safety Hazards

- **The proposed project, combined with other cumulative projects, would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).**

Impact Analysis

The surrounding cumulative projects consist of residential, commercial, and institutional uses. The development of the cumulative projects could include transportation-related improvements on-site and along the local roadway network; however, the City would review site-specific development proposals against applicable local design standards as well

as regional and State regulations for all future projects requiring discretionary approval. As discussed under Impact Statement T-3, the proposed on-site and adjacent improvements associated with the proposed project 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.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Emergency Access

- **The proposed project, combined with other cumulative projects, would not result in inadequate emergency access.**

Impact Analysis

The surrounding cumulative projects consist of residential, commercial, and institutional uses. The development of the cumulative projects could include transportation-related improvements on-site and along the local roadway network; however, the City would review site-specific development proposals against all applicable federal, State, regional, and local requirements related to emergency access and evacuation plans for all future projects requiring discretionary approval. As discussed under Impact Statement T-4, the proposed project would not result in inadequate emergency access, and project impacts to emergency access would be less than significant. Proposed circulation modifications on-site would comply with applicable local, regional, State, and federal requirements related to emergency access and evacuation plans. Therefore, the project's contributions to cumulative impacts would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.14.6 Significant Unavoidable Impacts

As analyzed under Impact Statement T-2, the existing citywide work-based VMT per employee is 22.62 VMT per employee. The VCTM data shows that the employees within the project TAZ generate 24.29 VMT per employee without the project and would generate 26.37 VMT per employee with the project, with implementation of the TDM and VMT reduction strategies incorporated as part of the project's characteristics (refer to Section 3.0 for a comprehensive list of these strategies), which is above the citywide baseline impact threshold of 22.62 VMT per employee. As such, the proposed project would have a significant impact on the environment.

5.15 Tribal Cultural Resources

This section provides an assessment of potential impacts related to tribal cultural resources that could result from implementation of the proposed 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 5.4, 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.

The purpose of this section is to identify existing tribal cultural resources within and around the project site and to assess the significance of such resources. Mitigation measures are recommended, as necessary, to minimize impacts as a result of project implementation. This section is based in part on tribal consultation conducted by the City of Thousand Oaks pursuant to Senate Bill (SB) 18 and Assembly Bill (AB) 52, and a Sacred Lands File (SLF) search from the California Native American Heritage Commission (NAHC).

5.15.1 Existing Setting

Sacred Lands File Search

The NAHC maintains a confidential SLF that contains sites of traditional, cultural, or religious value to the Native American Community. The NAHC was contacted to request a search of the SLF for the proposed project and responded to the request in a letter dated April 25, 2025. The results of the SLF search conducted by the NAHC indicate that no Native American cultural resources are known to be located in the project vicinity; however, the absence of site-specific information in the SLF does not indicate the absence of cultural resources in any project area. The NAHC recommended that local Native American groups be consulted.

Native American Consultation

The project is subject to compliance with SB 18 (California Government Code Sections 65352, 65352.3), which requires that cities and counties notify and consult with California Native American tribes about proposed general plan and specific plan amendment proposals. The project is also subject to compliance with AB 52 (PRC Section 21074), which requires consideration of impacts to tribal cultural resources as part of the CEQA process and requires that the lead agency provide tribes that have requested notification with early notice of the proposed project and, if requested, consultation to inform the CEQA process with respect to tribal cultural resources.

The City conducted tribal consultation in accordance with AB 52 and SB 18. AB 52 consultation occurs with those tribes who have informed the City in writing of their interest in consulting on projects in the City's jurisdiction. Additionally, the City notified all parties on the NAHC list of the proposed project and the opportunity to consult in accordance with SB 18 and AB 52. On September 10, 2025, the City of Thousand Oaks sent letters requesting consultation, pursuant to both SB 18 and AB 52, to representatives of the Barbareño/Ventureño Band of Mission Indians, Coastal Band of the Chumash Nation, Northern Chumash Tribal Council, and the Santa Ynez Band of Chumash Indians. Representatives of each tribe received one letter requesting consultation for both AB 52 and SB 18. The request for consultation period concluded on October 10, 2025, for AB 52, and on December 9, 2025, for SB 18 . No responses were received, and no further consultation occurred.

5.15.2 Regulatory Setting

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

Federal

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

State

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).

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) define 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 the tribal cultural resources update to Appendix G of the CEQA Guidelines, which was approved by the Office of Administrative Law on September 27, 2016.

It is the intent of AB 52 to accomplish all of the following:

1. Recognize that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities.
2. Establish a new category of resources in CEQA called "tribal cultural resources" that considers the tribal cultural values in addition to the scientific and archaeological values when determining impacts and mitigation.
3. Establish examples of mitigation measures for tribal cultural resources that uphold the existing mitigation preference for historical and archaeological resources of preservation in place, if feasible.
4. Recognize that California Native American tribes may have expertise with regard to their tribal history and practices, which concern the tribal cultural resources with which they are traditionally and culturally affiliated. Because CEQA calls for a sufficient degree of analysis, tribal knowledge about the land and tribal cultural resources at issue should be included in environmental assessments for projects that may have a significant impact on those resources.
5. In recognition of their governmental status, establish a meaningful consultation process between California Native American tribal governments and lead agencies, respecting the interests and roles or all California Native American tribes and project proponents, and the level of required confidentiality concerning tribal cultural resources, at the earliest possible point in CEQA environmental review process, so that tribal cultural resources can be identified, and culturally appropriate mitigation and mitigation monitoring programs can be considered by the decision making body of the lead agency.
6. Recognize the unique history of California Native American tribes and uphold existing rights of all California Native American tribes to participate in, and contribute their knowledge to, the environmental review process pursuant to CEQA.
7. Ensure that local and tribal governments, public agencies, and project proponents have information available, early in CEQA environmental review process, for purposes of identifying and addressing potential adverse impacts to tribal cultural resources, and to reduce the potential for delay and conflicts in the environmental review process.
8. Enable California Native American tribes to manage and accept conveyance of, and act as caretakers of, tribal cultural resources.
9. Establish that a substantial adverse change to a tribal cultural resource has a significant effect on the environment.

PRC section 21080.3.1 requires that, within 14 days after a lead agency determines an application for a project is complete or a decision is made 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 to be 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 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, 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.

California Public Resources Code

Public Resources Code Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites; identify the powers and duties of the NAHC; require descendants to be notified when Native American human remains are discovered; and provide for treatment and disposition of human remains and associated grave goods.

California Health and Safety Code

The discovery of human remains is regulated in accordance with California Health and Safety Code Section 7050.5, which states:

> In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation until the coroner has determined that the remains are not subject to provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of human remains. If the coroner determines that the remains are not subject to his or her authority and has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

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.

5.15.3 Impact Thresholds and Significance Criteria

AB 52 established a new category of resources in CEQA called tribal cultural resources (Public Resources Code Section 21074). “Tribal cultural resources” are either of the following:

10. Sites, features, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
    a) Included or determined to be eligible for inclusion in the California Register of Historical Resources.
    b) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

11. 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 Section 5024.1. In applying the criteria as set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also created a process for consultation with California Native American Tribes in the CEQA process. Tribal Governments can request consultation with a lead agency and give input into potential impacts to tribal cultural resources before the agency decides what kind of environmental assessment is appropriate for the proposed project. The Public Resources Code now requires avoiding damage to tribal cultural resources, if feasible. If not, lead agencies must mitigate impacts to tribal cultural resources to the extent feasible.

CEQA Significance Criteria

During the preparation of this EIR, Appendix G of the CEQA Guidelines was used as the thresholds of significance for evaluating impacts associated with the proposed project. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

   i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k) (refer to Impact Statement TCR-1); and/or

   ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe (refer to Impact Statement TCR-1).

Based on the aforementioned standards and/or criteria, the effects of the proposed project have been categorized as one of the two following levels of significance: 1) “less than significant impact”; or 2) “significant and unavoidable impact.” If a potentially significant impact cannot be reduced to a less than significant level through the incorporation of mitigation measures, the impact is classified as a significant and unavoidable impact for the purposes of CEQA.

5.15.4 Impacts and Mitigation Measures

The proposed project involves two components: (1) development of two mixed-use buildings, a hotel, a park, a restaurant, associated infrastructure, hardscape, landscaping, and site improvements (herein referenced as the “development component”), and (2) development of a bandshell and associated amphitheatre, the adaptive reuse of the existing Civic Arts Plaza, and the temporary relocation of City staff and in-person public services associated with the existing City Hall to off-site location(s) within existing permitted office space within City boundaries (herein referenced as the “adaptive reuse, outdoor amphitheatre, and temporary relocation components”). In effect, the project would replace existing infrastructure with new and updated infrastructure, and the environmental setting for tribal cultural resources is not expected to be significantly altered from the current urbanized nature of the project site. An evaluation of the CEQA thresholds follows.

Tribal Cultural Resources

Impact TCR-1	**The proposed project would not cause a substantial adverse change in the significance of 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 Public Resources Code Section 5020.1(k).** **The proposed project would not cause a substantial adverse change in significance of a Tribal Cultural Resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.**

Impact Analysis

Project-Level Analysis

Refer to Impact Statements CUL-1 through CUL-3. As stated above, the SLF search did not identify any known tribal cultural resources within the project site. As discussed in Section 5.4, Cultural Resources, there are no historical resources present within the project site. A large archaeological site, identified in the 1970s, is located within the project area, overlaps with the project site, and consists primarily of artifact deposits from a prehistoric Native American village or a seasonal habitation area. The site is designated as Site 56-000654 and covers approximately 20 acres. Archaeological excavations, testing, and data recovery programs occurred at the project site in 1970, 1986, and 1992, after which it was determined that the salvage excavations had adequately and completely mitigated any potentially adverse impacts that might occur.

However, during a monitoring program in 2004-2005, additional prehistoric remains were observed which resulted in the site boundary for Site 56-000654 being extended into the proposed project area, including the entire southern portion of the project site and the undeveloped portion of the project site, located north of the parking structure, west of Dallas Drive, and south of the commercial buildings located along Thousand Oaks Boulevard. Further archaeological testing and monitoring was recommended to be conducted on the newly incorporated areas in order to detect subsurface archaeological deposits in areas that had not yet been developed by the original Civic Arts Plaza project.

No surface features or artifacts of potential archaeological significance are known to be present at the project site. CRM TECH completed an Extended Phase I Archaeological Study for specific areas of the project site on December 23, 2025. The Study determined that there are no known historical or unique archaeological resources present within the project site. Two artifacts were recovered from the excavations, however, neither were determined to be significant, nor do they meet the criteria for listing in the California Register of Historical Resources or qualify as a “historical resource” or a “unique archaeological resource” for CEQA-compliance purposes.

Implementation of the proposed development component would include excavation on the undeveloped portion of the project site, located west of Dallas Drive, which is noted to have sensitivity for previously undiscovered archaeological resources. Based on the demonstrated sensitivity of the project site for buried prehistoric cultural remains, Mitigation Measure CUL-1 is required to provide Worker Environmental Awareness Program training, and Mitigation Measure CUL-2 is required to provide archaeological monitoring during all earth-moving operations associated with the proposed project. Compliance with Mitigation Measures CUL-1 and CUL-2 would reduce potential impacts related to prehistoric archaeological resources, including of Native American origin, to less than significant.

As stated above, the City did not receive any requests for tribal consultation following the distribution of notification letters to California Native American tribes affiliated with the project area pursuant to AB 52 and SB 18. Therefore, no additional tribal cultural resources have been identified or are known to occur on-site.

While it is not anticipated that human remains, including those interred outside of formal cemeteries, would be encountered during construction, prior to any ground-disturbing activities in the annexation area, compliance with existing State regulations set forth in the City's standard condition of approval regarding human remains would be required to ensure the proper identification and handling of the remains. If human remains are found, those remains would require proper treatment in accordance with applicable laws. State of California Public Resources Health and Safety Code Sections 7050.5 through 7055 describe the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site.

As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the most likely descendant. If human remains are found during excavation, excavation must stop near the find and any area that is reasonably suspected to overlay adjacent remains until the County Coroner has been called out, the remains have been investigated, and appropriate recommendations have been made for the treatment and disposition of the remains.

The majority of the proposed project would occur in areas of the site that have already been graded and developed, reducing the possibility of encountering intact subsurface archaeological deposits during ground disturbance. Although no tribal cultural resources are expected to occur on-site, the project site overlaps with a prehistoric archaeological site and has a sensitivity for previously undiscovered cultural resources. Implementation of Mitigation Measures CUL-1 and CUL-2 would ensure that no substantial adverse changes would occur to any previously undiscovered resources, and appropriate measures would be taken to handle the resource(s). Because the proposed project would involve earthmoving activities, there is the possibility, albeit low, that such actions could unearth, expose, or disturb previously unknown human remains. Compliance with State and local regulations, set forth in the City's standard condition of approval related to the proper treatment of human remains, would reduce potential impacts on human remains to less than significant. Therefore, with compliance with Mitigation Measures CUL-1 and CUL-2, impacts related to tribal cultural resources as a result of the proposed project would be less than significant.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above.

The adaptive reuse and outdoor amphitheatre components would occur in a portion of the project site that has been disturbed and subject to previous development. Before construction of the existing Civic Arts Plaza complex began, mitigative data recovery was carried out throughout that portion of the project area in the 1990s to remove prehistoric cultural remains. Under archaeological monitoring, salvage excavations were conducted in 1992. The CEQA analysis for the existing Civic Arts Plaza project determined that the salvage excavations had "adequately and completely mitigated any adverse impacts that might occur" to the site. Therefore, it is anticipated that the development of the adaptive reuse and outdoor amphitheatre components, which would occur within the existing Civic Arts Plaza complex area, would not encounter previously undiscovered cultural resources. However, out of an abundance of caution and due to the cultural resources sensitivity of the entire project site, Mitigation Measures CUL-1 and CUL-2 are required to reduce potential impacts to tribal cultural resources to less than significant. Additionally, compliance with existing State regulations regarding human remains, as set forth in the City's standard conditions of approval, would reduce impacts to less than significant. Therefore, through implementation of Mitigation Measures CUL-1 and CUL-2, which would be applicable to all construction phases and activities associated with the proposed project, the adaptive reuse and outdoor amphitheatre components would result in less than significant impacts on tribal cultural resources.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries at which other tribal cultural resources may be present. However, this component would not result in new development and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts on tribal cultural resources.

MITIGATION MEASURES

PROJECT-LEVEL ANALYSIS

MM CUL-1 **Worker Environmental Awareness Program.** Worker Environmental Awareness Program (WEAP) training shall be provided to all construction personnel and monitors who are not trained archaeologists prior to the start of construction activities. A basic presentation and handout or pamphlet shall be prepared to ensure proper identification and treatment of inadvertent cultural resource discoveries. The purpose of the WEAP training is to provide specific details on the kinds of cultural materials, both prehistoric and historic, that may be identified during construction of the project and explain the importance of and legal basis for the protection of cultural resources. Each worker shall also be provided with the proper procedures to follow in the event that cultural resources or human remains are discovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate notification of the site supervisor and the qualified archaeological and Native American monitors. If the discovery is Native American, a Native American monitor shall be notified. The Applicant shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.

MM CUL-2 **Unanticipated Discovery of Cultural Resources.** The project applicant shall retain a qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for archaeology and has experience in California prehistoric and historic resources, prior to the start of any earthwork activities related to project construction, to monitor all ground-disturbing activities within the areas of native soil (i.e., below existing areas of artificial fill from previous construction). In the event that potential prehistoric or historic-era archaeological resources (sites, features, or artifacts) are exposed during construction activities for the project, all construction work occurring within a 50-foot buffer of the find shall immediately stop and a qualified archaeologist must be notified immediately to assess the significance of the find and determine whether or not additional study is warranted. Depending on the significance of the find under the California Environmental Quality Act (CEQA), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work (e.g., preparation of an archaeological treatment plan, testing, or data recovery) may be warranted. 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. If Native American resources are discovered or are suspected, each of the consulting tribes for the project shall be notified, as dictated by California Health and Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and CEQA Guidelines Section 15064.5(e). An archaeological monitoring report shall be prepared within 60 days following completion of ground disturbance and submitted to the City of Thousand Oaks Community Development Director for review. This report shall document compliance with approved mitigation, document the monitoring efforts, and include an appendix with daily monitoring logs. The final report shall be submitted to the South Central Coastal Information Center and interested consulting tribes.

PROGRAMMATIC-LEVEL ANALYSIS

Mitigation Measures CUL-1 and CUL-2 are also applicable to the adaptive reuse and outdoor amphitheatre components due to the demonstrated sensitivity of the entire project area to contain cultural resources.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

5.15.5 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." The cumulative analysis below considers the proposed project's impacts in conjunction with the future buildout of the General Plan and cumulative projects listed in Table 4-1, Cumulative Projects List.

Tribal Cultural Resources

- The proposed project, combined with other cumulative projects, would not cause a substantial adverse change in the significance of 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 Public Resources Code Section 5020.1(k).
- The proposed project, combined with other cumulative projects, would not cause a substantial adverse change in significance of a Tribal Cultural Resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

Impact Analysis

Cumulative projects developed in the vicinity of the project site have the potential to result in cumulatively considerable impacts on tribal cultural resources. However, impacts on tribal cultural resources are generally site-specific. Similar to the proposed project, related cumulative projects would be required to undergo project-specific environmental review under CEQA and the lead agency's discretionary review process to determine potential impacts based on project-specific ground-disturbing activities.

As summarized above, there are no historical resources located on-site, and no tribal cultural resources are anticipated to occur on-site. However, the project site is located within a known archaeological resource site and has a sensitivity for previously undiscovered prehistoric cultural resources. Therefore, Mitigation Measures CUL-1 and CUL-2 are required to reduce potential impacts related to tribal cultural resources to less than significant. With compliance with these mitigation measures, the proposed project would not contribute to a cumulatively considerable impact. Cumulative impacts would be less than significant.

MITIGATION MEASURES

Refer to Mitigation Measures CUL-1 and CUL-2.

Level of Significance: Impacts would be less than significant with mitigation incorporated.

5.15.6 Significant Unavoidable Impacts

No significant unavoidable impacts related to tribal cultural resources have been identified.

INTENTIONALLY LEFT BLANK

5.16 Utilities and Service Systems

This section provides an overview of existing conditions and analyzes potential environmental impacts resulting from the provision of utilities and service systems to accommodate development of the proposed project. Criteria by which an impact may be considered potentially significant are provided, along with a discussion of impacts pursuant to Appendix G of the CEQA Guidelines. Mitigation measures are recommended, as necessary, to minimize impacts as a result of project implementation. Utilities and service systems addressed in this section include water, wastewater, stormwater, solid waste, electricity, gas, and telecommunications. Additionally, it should be noted that the information presented in this analysis is also supplemented with utilities and service systems correspondence provided by the various applicable public agencies, departments, and purveyors; refer to Appendix P, Utilities and Service Systems Correspondences. Furthermore, the analysis in this section is based in part on the following technical studies:

- Preliminary Water Demand Study, Downtown Thousand Oaks Project, City of Thousand Oaks (Water Demand Study), prepared by RRM Design Group (RRM), dated January 6, 2026; and
- Preliminary Hydrology and Low Impact Development Report, Downtown Thousand Oaks Project, 2100 Thousand Oaks Blvd, Thousand Oaks, CA 91362 (Hydrology Report), prepared by KPFF Consulting Engineers (KPFF), dated January 2026.

Complete copies of these technical studies are included in Appendix Q, Water Demand Study, and Appendix K, Hydrology Report, respectively.

5.16.1 Existing Setting

Water

The City of Thousand Oaks (City) is served by the Calleguas Municipal Water District (CMWD) and receives potable water from five purveyors, including the City's Public Works Department, Water Division, California-American Water Company, California Water Service Company, Camrosa Water District, and Newbury Park Academy Mutual Water Company.[105] As depicted in the City's 2020 Urban Management Water Plan (dated April 8, 2025) (UWMP) Figure 2-29, Imported Water Service Areas, the project site receives potable water services from the City's Public Works Department, Water Division, which is divided into two service areas: the Main Thousand Oaks service area and the Newbury Park service area. Water is delivered to the City's Public Works Department, Water Division water system through 11 turnouts from the CMWD system. Moreover, the City's Public Works Department, Water Division, provides water through 232 miles of transmission and distribution lines, 15 pump stations, 10 pressure-reducing stations, and 16 reservoirs.[106] The City's Public Works Department, Water Division, imports 100 percent of its purchased water from the CMWD.

Water Infrastructure

Existing water pipeline infrastructure in the area includes the existing 10-inch water pipe on Thousand Oaks Boulevard, the existing 8-inch water pipe at the Oakwood Drive cul-de-sac, and the existing 12-inch water pipe along the east side of the project site. The proposed water system would serve Building E1 (the hotel), Building E2, Building B1 (bandshell), and would also reconnect fire water service to Building C3 (the existing parking garage). Buildings C2 and E3 would be served directly from the 10-inch water main on Thousand Oaks Boulevard. Buildings C1 and C2 would continue to be served by their existing water connection at the southeast service dock and connect directly to the water pipe in South Conejo School Road.

[105] City of Thousand Oaks, 2020 Urban Water Management Plan, https://toaks.gov/corecode/uploads/document6/uploaded_pdfs/Thousand%20Oaks2020%20UWMP_FIN_1725657528.pdf, June 23, 2021.
[106] Ibid.

Water Supply

As stated, the CMWD's water portfolio is comprised entirely of imported water. CMWD is a member agency of the Metropolitan Water District of Southern California (MWDSC) and purchases imported State Water Project (SWP) water from the MWDSC. The MWDSC sources its water from the SWP in Northern California, and the Colorado River. In an effort to reduce dependency on imported water, CMWD is supporting several local water use efficiency, recycling, and groundwater recovery projects. CMWD is also conducting a Water Supply Alternatives Study (WSAS) to identify other potential water sources for CMWD, including new pipelines to connect CMWD with the City of Ventura's systems, the construction and rehabilitation of additional wells, and recycled water.[107]

The project site is within the boundaries of the City's Public Works Department, Water Division. Potable water would be supplied by the City's Public Works Department, Water Division, a public water supplier that imports water from CMWD. According to the City's UWMP, the City has 17,163 connections and 10,421 acre-feet per year (AFY) of water supply. Table 5.16-1 summarizes the City's Public Works Department, Water Division's current and planned water supplies through 2045.

Table 5.16-1
City of Thousand Oaks Public Works Department, Water Division Current and Planned Water Supplies[1]

Water Supply	2020	2025	2030	2035	2040	2045
Existing Supplies						
Imported Supplies from CMWD	10,421	10,191	10,462	10,733	11,004	11,275
Total Existing Supplies	**10,421**	**10,191**	**10,462**	**10,733**	**11,004**	**11,275**
Planned Supplies						
Los Robles Desalter	0	500	500	500	500	500
Total Supplies (Existing plus Planned)	**10,421**	**10,691**	**10,962**	**11,233**	**11,504**	**11,775**

Source: City of Thousand Oaks, 2020 Urban Water Management Plan, Table 5-1, Summary of Current and Planned Water Supplies (AFY), https://toaks.gov/corecode/uploads/document6/uploaded_pdfs/Thousand%20Oaks2020%20UWMP_FIN_1725657528.pdf, June 23, 2021.
Notes: [1] All units are in acre-feet per year (AFY).

Imported Water

As stated, CMWD receives all of its potable water from the SWP, which is a 700-mile network of reservoirs, aqueducts, and pumping facilities that convey water from the northern Sierra Nevada Mountain Range to Northern California, the San Francisco Bay Area, the San Joaquin Valley, the Central Coast, and Southern California. The MWDSC treats the water delivered to CMWD at the Joseph Jensen Filtration Plant in the City of Los Angeles (i.e., Granada Hills), which is typically delivered via the West Valley Feeder No. 2 Pipeline, which can deliver up to 300 cubic feet per second of water to the East Portal of Calleguas' Perliter Tunnel (East Portal). The East Portal is also located in the City of Los Angeles (i.e., Chatsworth) and is the only connection CMWD has to MWDSC. The imported water is then transported from the East Portal to the City of Simi Valley, then distributed through CMWD's transmission system or stored in Lake Bard or the Las Posas Aquifer Storage and Recovery Project for use when the imported water supply shuts down.

[107] Calleguas Municipal Water District, 2020 Urban Water Management Plan, https://www.calleguas.com/wp-content/uploads/2024/09/cmwdfinal2020uwmp.pdf, June 2021.

Groundwater

The City's Public Works Department, Water Division, does not use groundwater as potable water within the City's Public Works Department, Water Division, but groundwater is a tentative planned supply for the near term. The City owns two groundwater production wells: the Hillcrest Drive and Los Robles Golf Course wells. According to the City's UWMP, the wells utilize water from the Conejo Valley Groundwater Basin, which has an estimated storage capacity of 600,000 AF; however, the water produced from the wells is used only for irrigation due to poor water quality.

Additionally, the City has conducted several studies to plan and evaluate the potential of developing a supplemental supply of potable water for the community, known as the Groundwater Utilization Project, or the Los Robles Water Reuse Project. According to the City's preliminary studies, groundwater reuse from an existing well located at the Los Robles golf course may be able to provide a local potable water source to reduce the City's reliance on imported water, especially during drought conditions. The Los Robles Water Reuse Project would consist of groundwater wellhead improvements and associated infrastructure for the development of a local source of potable water. If these studies are determined to be feasible, the near-term plan (one to five years) uses the groundwater extracted for non-potable uses, the mid-term plan (five to 10 years) would pump groundwater for potable use, and the long-term plan (10 to 20 years) could include Direct Potable Reuse and groundwater recharge of non-potable sources from other municipalities.

According to the City's UWMP, the CMWD has also undertaken a Salinity Management Pipeline Project to allow for effective use of local water supplies through the treatment of groundwater. The pipeline associated with the Salinity Management Pipeline Project is currently in operation from the City of Port Hueneme to the City of Camarillo. The project is undergoing environmental review and permitting to expand the facilities, which include Hill Canyon and Conejo Valley Desalters. The Salinity Management Pipeline Project would allow groundwater from the Conejo Valley Groundwater Basin to be used, as the Salinity Management Pipeline Project could treat elevated salinity levels. If the Salinity Management Pipeline project expands and builds the Hill Canyon and Conejo Valley Desalter, then the water supply for the region would increase.

Recycled Water

Recycled water is currently not directly used or planned for use within the City's Public Works Department, Water Division water service area. It should be noted that effluent from the HCTP would continue to be sold to the Camrosa Water District as part of the Conejo Creek Diversion Project.

Water Demand

The City's Public Works Department, Water Division, anticipates that sufficient water supplies would be available for its service area through 2045. Tables 5.16-2, City of Thousand Oaks Public Works Department, Water Division Normal Dry Year Supply and Demand Comparison, through 5.16-4, City of Thousand Oaks Public Works Department, Water Division Multiple-Dry Year Supply and Demand Comparison depict forecasted water supplies under the normal, single-dry year, and multiple-dry year scenarios for the City's Public Works Department, Water Division. The project's water demand is incorporated within the City's long-term demand projections, and the City has implemented water demand management, conservation programs, and emergency response measures.

Table 5.16-2
City of Thousand Oaks Public Works Department, Water Division Normal Dry Year Supply and Demand Comparison[1]

	2025	2030	2035	2040	2045
Supply Totals[2]	10,691	10,962	11,233	11,504	11,775
Demand Totals[3]	10,691	10,962	11,233	11,504	11,775
Difference (Supply minus Demand)	**0**	**0**	**0**	**0**	**0**

Source: City of Thousand Oaks, 2020 Urban Water Management Plan, Table 6-2, Normal Year Supply and Demand Comparison (AFY), https://toaks.gov/corecode/uploads/document6/uploaded_pdfs/Thousand%20Oaks2020%20UWMP_FIN_1725657528.pdf, June 23, 2021.
Notes:
[1] All units are in acre-feet per year (AFY).
[2] Supplies from UWMP Table 5-8.
[3] Demands from UWMP Table 3-3.

Table 5.16-3
City of Thousand Oaks Public Works Department, Water Division Single-Dry Year Supply and Demand Comparison[1]

	2025	2030	2035	2040	2045
Supply Totals[2]	10,691	10,962	11,233	11,504	11,775
Demand Totals[3]	10,691	10,962	11,233	11,504	11,775
Difference (Supply minus Demand)	**0**	**0**	**0**	**0**	**0**

Source: City of Thousand Oaks, 2020 Urban Water Management Plan, Table 6-3, Single-Dry Year Supply and Demand Comparison (AFY), https://toaks.gov/corecode/uploads/document6/uploaded_pdfs/Thousand%20Oaks2020%20UWMP_FIN_1725657528.pdf, June 23, 2021.
Notes:
[1] All units are in acre-feet per year (AFY).
[2] Supplies from UWMP Table 5-9.
[3] Demands from UWMP Table 3-3.

Table 5.16-4
City of Thousand Oaks Public Works Department, Water Division Multiple-Dry Year Supply and Demand Comparison[1]

		2025	2030	2035	2040	2045
First Year through Fifth Year[2]	Supply Totals[3]	10,691	10,962	11,233	11,504	11,775
	Demand Totals[4]	10,691	10,962	11,233	11,504	11,775
	Difference (Supply minus Demand)	**0**	**0**	**0**	**0**	**0**

Source: City of Thousand Oaks, 2020 Urban Water Management Plan, Table 6-4, Multiple-Dry Year Supply and Demand Comparison (AFY), https://toaks.gov/corecode/uploads/document6/uploaded_pdfs/Thousand%20Oaks2020%20UWMP_FIN_1725657528.pdf, June 23, 2021.
Notes:
[1] All units are in acre-feet per year (AFY).
[2] Assumes supply and demand are the same for each year of the 5-year drought scenario.
[3] Supplies from UWMP Table 5-10.
[4] Demands from UWMP Table 3-3.

Wastewater

Wastewater services for the project site are provided by the City's Public Works Department, Wastewater Division, which is conveyed to the Hill Canyon Wastewater Treatment Plant (HCTP), owned and operated by the City. The City's Public Works Department, Wastewater Division, sewer service area encompasses approximately 55 square miles and

includes approximately 35,000 connections that collect wastewater from roughly 130,000 people.[108] The City's Public Works Department, Wastewater Division, sewer collection system consists of 415 miles of gravity sewer pipelines ranging from six to 48 inches in diameter and made of vitrified clay or polyvinyl chloride (PVC) plastic, 8,300 maintenance holes, two lift stations, 11 siphons, and 2.5 miles of PVC plastic force mains. The two lift stations are located on Lawrence Drive and Olsen Road. Other materials used in the City's Public Works Department, Wastewater Division sewer collection system include asbestos cement, ductile iron, and cast iron. As part of an ongoing effort to increase the ability to address future capacity concerns, the City's Public Works Department, Wastewater Division, is currently working on a capital improvement program that includes the construction of four new maintenance hole structures and the relining of 4,500 feet of interceptor within Unit Y.[109]

The HCTP is a tertiary treatment facility and receives municipal and industrial wastewater from the City's sewer collection system, which is then treated through a series of processes including preliminary screening and grit removal, flow equalization, primary clarification, aeration, secondary clarification, tertiary flocculation and filtration, and disinfection. The HCTP stabilizes biosolids that consist of primary sludge from the primary clarifiers and waste-activated sludge from secondary clarifiers through a common solid handling process, which includes treatment processes such as thickening, anaerobic digestion, dewatering, and drying. The treated effluent is then discharged through a permitted surface water outfall to the North Fork of Arroyo Conejo Creek for downstream diversion.[110]

The HCTP is designed to accommodate and treat a permitted annual Average Dry Weather Flow capacity of 14 million gallons per day (gpd), and currently treats an average annual wastewater flow of approximately eight million gallons of wastewater per day from domestic, commercial, and industrial customers, discharging effluent treated into the North Fork of the Arroyo Conejo Creek for downstream diversion.[111] In 2020, the HCTP treated approximately 10,170 AFY of wastewater. Future influent projections show the HCTP treating an annual flow of 9.1 million gpd by 2025, 9.2 million gpd by 2030, 9.3 million gpd by 2035, and 9.4 million gpd by 2040. As such, the HCTP currently has an excess annual treatment capacity of six million gpd.

Stormwater

The City's Public Works Department, Water Division, provides stormwater and control services for the project area in compliance with the Ventura Countywide Municipal Stormwater National Pollutant Discharge Elimination System Permit Program (NPDES) permit that is administered by the Los Angeles Regional Water Quality Control Board (RWQCB) in cooperation with the Ventura Countywide Stormwater Quality Management Program (VCSQMP). The NPDES permit program controls water pollution by regulating the discharge of pollutants into receiving waters. Stormwater runoff in the City is not treated before entering regional creeks and eventually the ocean, which has the potential to decrease water quality.[112] To address this concern the VSCQMP has implemented several control measures countywide, including public outreach and reporting, social media outreach, youth education, establishing educational websites regarding different options to reduce runoff and reuse water, working with local watershed groups, labeling storm drain inlets to discourage illegal dumping, spreading educational brochures through retail partnerships, business outreach and education, community events, pollutant-specific outreach, and effectiveness assessments. The City also implements additional independent measures, including hosting public events for Earth Day, implementing solid waste reduction programs, local media outreach, education of local businesses, and promotional ads at the California

[108] City of Thousand Oaks, City of Thousand Oaks Sewer System Management Plan, https://www.toaks.gov/wateroperations, April 8, 2025.
[109] Ibid.
[110] City of Thousand Oaks, Hill Canyon Treatment Plant Master Plan, https://toaks.gov/corecode/uploads/document6/uploaded_pdfs/HCTP%20Master%20Plan%202020%20_1725659673.pdf, March 2020.
[111] Ibid.
[112] City of Thousand Oaks, Storm Drains, https://www.toaks.gov/stormdrains, accessed December 23, 2025.

Department of Motor Vehicles (DMV) for opportunities to reduce pollutant sources.[113] It is acknowledged that land development in the City increases the risk of pollutants entering the stormwater conveyance system.

As outlined in the Hydrology Report, existing drainage conditions within the project area generally slope from the southeast portion of the site to the northwest. Stormwater from impervious areas flows from south to north and is conveyed to a Ventura County Watershed Protection District (VCWPD) reinforced concrete box (RCB) via inlets at the intersection of Thousand Oaks Boulevard and Dallas Drive, as well as the northern end of the existing on-site parking lot. Two storm drains are also located in the project area: one from the south that conveys flows from the Ventura Freeway (Highway 101), and one from Conejo School Road, which is located east of the project site. The two storm drains flow through the project site and connect to the VCWPD RCB. The VCWPD RCB flows east to west through the project site and continues west, where the flows discharge to the Arroyo Conejo River. According to the Hydrology Report, the Arroyo Conejo River is not an impaired body of water.

Solid Waste

Solid waste disposal services to the project site would be contracted through Athens Services (Athens). Athens provides solid waste disposal, recycling, organics diversion, special waste, construction and demolition recovery, and street and parking lot sweeping services in Ventura, Los Angeles, San Bernardino, and Riverside Counties. The Athens truck dispatch center is located at 2498 Conejo Center Drive, approximately 4.94 miles to the northwest of the project site. Under existing conditions, Athens provides disposal options for mixed solid waste, recycling, and organics processing in the project area.

In the Collection Services Agreement for the Provision of Residential and Commercial Solid Waste, Recyclable Materials and Organic Waste Collection Services between the City and Athens, multiple primary and secondary facilities are identified within the contractor infrastructure for processing materials.[114] As shown in Table 5.16-5, Primary and Secondary Landfill Facilities, the primary facilities Athens utilizes are the Simi Valley Landfill and Recycling Center (SVLRC) (residential and commercial solid waste, recyclables, and green and organic waste), Del Norte Recycling Center (residential and commercial recyclables), and Crown Recycling Services (residential and commercial green and organic waste). Secondary facilities are identified as the Calabasas Landfill, Sun Valley Materials Recovery Facility, and Gold Coast Materials Recovery Facility, to be utilized if the primary landfills are over capacity, as indicated in Table 5.16-5.

Table 5.16-5
Primary and Secondary Landfill Facilities

Business Type	Material Type	Primary Facility	Secondary Facility
Residential and Commercial	Solid Waste	Simi Valley Landfill and Recycling Center	Calabasas Landfill
	Recyclables	Del Norte Recycling Center	Sun Valley Materials Recovery Facility
	Green and Organic Waste	Crown Recycling Services	Gold Coast Materials Recovery Facility

Source: City of Thousand Oaks, Thousand Oaks General Plan 2045 Environmental Impact Report, August 2023.

The SVLRC is located at 2801 Madera Road, Simi Valley, operated by Waste Management, and is the primary facility utilized by the City for residential and commercial solid waste, recyclables, and green and organic waste disposal

[113] City of Thousand Oaks, Regional Phase I MS4 NPDES Permit, Order No. R4-2021-0105, NPDES No. CAS004004, Annual Report Form Reporting Year 2024-2025, https://vcstormwater.org/wp-content/uploads/2025/12/Thousand_Oaks_24-25_MS4AnnualReport_rdx.pdf, November 19, 2025.
[114] City of Thousand Oaks, Provision of Residential and Commercial Solid Waste, Recyclable Materials and Organic Waste Collection Services, January 1, 2022.

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 of solid waste at the SVLRC.[115] 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 64,750 tons per week (9,250 tons per day [tpd]).[116] The SVLRC has an estimated remaining landfill life span of approximately 38 years, with landfill operations anticipated to cease on March 31, 2063.

Residential and commercial recycling for the proposed project would be processed at the Del Norte Recycling Center, located at 111 South Del Norte Boulevard, in the City of Oxnard, which has a permitted capacity of 2,779 tpd.[117]

Residential and commercial green and organic waste for the proposed project would be processed at Crown Recycling Services, located at 9147 De Garmo Avenue, in the City of Los Angeles (i.e., Sun Valley), which has a permitted capacity of 4,600 tpd.[118]

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's Construction and Demolition Debris Recycling Ordinance (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 would require that materials be processed at a mixed C&D processing facility. The nearest mixed-use processing facility 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.

Electricity

Southern California Edison (SCE) provides electrical distribution services to the City, including the project site. SCE services approximately 15 million people in a 50,000 square-mile service area across the southern half of California.[119] In 2021, SCE provided approximately 22.3 percent of electricity via natural gas, 9.2 percent via nuclear power, 2.3 percent via hydroelectric power, 34.6 percent via unspecified power sources, and 31.4 percent via renewable resources, with solar contributing almost 14.9 percent, geothermal contributing 5.7 percent, and wind contributing 10.2 percent.[120] SCE is continuing to grow its renewable energy sources profile, and in 2025 SCE had several renewable projects under contract, including six biomass projects, 12 cogeneration projects, two geothermal projects, 13 small hydroelectric projects, 16 solar projects, and one wind project.[121] Collectively, SCE has a current operating capacity of approximately 341 megawatts of renewable energy.[122] In an effort to decrease reliance on greenhouse gases from energy, the City joined the Clean Power Alliance (CPA) in 2019 to offer the option to residents and businesses to choose clean power options, which include three tiers of renewable energy content: Lean Power (originally 36 percent,

[115] City of Thousand Oaks, Provision of Residential and Commercial Solid Waste, Recyclable Materials and Organic Waste Collection Services, January 1, 2022.
[116] California Department of Resources Recycling and Recovery, SWIS Facility/Site Activity Details, Simi Valley Landfill & Recycling Center (56-AA-0007), https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/608?siteID=3954, accessed December 26, 2025.
[117] California Department of Resources Recycling and Recovery, SWIS Facility/Site Activity Details, Del Norte Regional Recycling & Transfer (56-AA-0128), https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/622?siteID=3967, accessed February 6, 2026.
[118] Los Angeles County Department of Public Works, Los Angeles County Countywide Integrated Waste Management Plan, 2020 Annual Report, October 2021.
[119] League of California Cities, Southern California Edison, https://www.calcities.org/partner/edison#:~:text=Southern%20California%, accessed December 26, 2025.
[120] California Energy Commission, 2021 Power Content Label, Southern California Edison, https://www.energy.ca.gov/filebrowser/download/4676, 2021.
[121] Southern California Edison, Qualified Facilities Annual State Report to the California Public Utilities Commission, https://www.sce.com/sites/default/files/custom-files/PDF_Files/SCE%20Annual%20QF%20Report%202024.pdf, January 31, 2025.
[122] Ibid.

currently 40 percent), Clean Power (50 percent), or Green Power (100 percent). The default service for the City is 100 percent renewable energy. Regardless of which program residents or businesses choose, SCE delivers all the utility electricity in the City and is responsible for maintaining and building the distribution network, installing meters, responding to outages, and providing billing.

An existing electrical service line runs east-west within the Thousand Oaks Boulevard right-of-way.

Natural Gas

Natural gas is provided to the project site by the Southern California Gas Company (SoCalGas). SoCalGas delivers natural gas to approximately 21.1 million customers across a 24,000 square-mile service area.[123] SoCalGas is a regulated subsidiary of Sempra, an energy services holding company spanning North America. SoCalGas operates 3,526 miles of transmission pipelines, 49,715 miles of distribution pipelines, 48,888 miles of service lines, eleven transmission compressor stations, and four underground storage facilities.[124] The closest SoCalGas pipelines are located approximately 1.58 miles to the northwest of the project site (high-pressure distribution line) and 2.05 miles to the north of the project site (transmission line), respectively.[125]

Existing natural gas pipeline infrastructure in the area includes the existing 10-inch natural gas pipe on Thousand Oaks Boulevard.

Telecommunications

Telecommunication services in the City are provided by private vendors and agencies. Spectrum is the primary telephone provider, and Charter Communications is the primary cable TV provider for the project site. An existing telecommunication line runs east-west within the Thousand Oaks Boulevard right-of-way.

5.16.2 Regulatory Setting

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

Federal

Clean Water Act of 1973 (CWA)

The CWA is the primary federal statute governing the restoration and maintenance of chemical, physical, and biological integrity of the waters of the United States. The CWA is the framework that monitors water quality and controls pollutants to ensure safe and clean water. As part of the CWA, numerous programs, standards, and plans monitor and protect the waters of the United States.

Safe Drinking Water Act of 1974

The Safe Drinking Water Act of 1974 authorizes the U.S. Environmental Protection Agency (U.S. EPA) to set national health-based standards for drinking water to protect against both naturally occurring and man-made contaminants that may be found in drinking water. The U.S. EPA, individual States, and water systems then work together to make sure that these standards are met. The Safe Drinking Water Act of 1974 is focused primarily on treatment as the means of providing safe drinking water at the tap. The 1996 amendments enhanced the existing law by recognizing source water protection, operator training, funding for water system improvements, and public information as important

[123] Southern California Gas Company, About Us, https://www.socalgas.com/about-us#:~:text=Our%20service%20territory%20encompasses%, accessed December 22, 2025.
[124] Southern California Gas Company, Southern California Gas Company's Service Territory, https://www.socalgas.com/documents/news-room/fact-sheets/ServiceTerritory.pdf, accessed December 22, 2025.
[125] Southern California Gas Company, Gas Transmission Pipeline Interactive Map – Ventura, https://experience.arcgis.com/experience/19076d2cdfbe40769bb45ff545e702a6, accessed December 22, 2025.

components of safe drinking water. These enhancements ensure the quality of drinking water by protecting it from source to tap. The Safe Drinking Water Act of 1974 applies to every public water system in the United States.

National Pollutant Discharge Elimination System Permit Program (NPDES)

The NPDES permit program was established as part of the 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.

Resources Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) (Code of Federal Regulations, Title 40, Section 268[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 Water Recycling Act

Enacted in 1991, the California Water Recycling Act established water recycling as a State priority. The California Water Recycling Act encourages municipal wastewater treatment districts to implement recycling programs to reduce local water demands.

Water Conservation Act of 2009 (Senate Bill X7-7)

The Water Conservation Act of 2009 (Senate Bill [SB] X7-7), effective November 9, 2009, requires each urban retail water supplier to develop urban water use targets and agricultural water suppliers to implement efficient water management practices. Certain provisions of the Water Conservation Act of 2009 are implemented through public processes administered by the California Department of Water Resources.

California Code of Regulations, Title 20, Section 1605.1, Efficiency Standards

The California Code of Regulations Title 20 addresses public utilities and energy and includes appliance efficiency standards that promote water conservation by establishing the maximum flow rate of all new shower heads, lavatories, sink faucets, and tub spout diverters.

Urban Water Management Planning Act

The Urban Water Management Planning Act was passed in 1983 and codified as California Water Code Sections 10610 through 10657. Since its adoption in 1983, the Urban Water Management Planning Act has been amended on several occasions. Some notable amendments include the 2004 amendment, which requires additional discussion of transfer and exchange opportunities, non-implemented demand management measures, and planned water supply projects. Additionally, the 2005 amendment requires water use projections (as required by California Water Code Section 10631) to include projected water use for single-family and multi-family residential housing needed for lower-income households. In addition, California Government Code Section 65589.7 was amended to require local governments to provide the adopted housing element to water and sewer providers. The Urban Water Management Act requires “every urban water supplier providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 AF of water annually, to prepare and adopt, in accordance with prescribed requirements, an urban water management plan.” Urban water suppliers must file these plans with the California Department of Water Resources

every five years, describing and evaluating reasonable and practical efficient water uses, reclamation, and conservation activities. As required by the Memorandum of Understanding Regarding Urban Water Conservation in California and Assembly Bill (AB) 11, the 2005 Urban Water Management Plan Act incorporated water conservation initiatives and a Water Shortage Contingency Plan.

Sustainable Groundwater Management Act of 2014 (SGMA)

The SGMA, 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 SGMA 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 SGMA provides 20 years for groundwater sustainability agencies to implement plans, achieve long-term groundwater sustainability, and protect existing surface water and groundwater rights. The SGMA 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 sub-basins. Furthermore, under the SGMA, 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.

Assembly Bill 2242

AB 2242 amends the California Water Code, which became effective on March 15, 2018. Specifically, AB 2242 amends California Water Code Section 10610.2 to include Section 10631.5, which states that in addition to the requirements of California Water Code Section 10631, an urban water supplier shall include an assessment of water service reliability to customers during normal, dry, and multiple dry years within the respective urban water management plan, which includes 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 water service given the combination of supplies available to the respective urban water supplier, possible supply augmentation measures that can be taken, and the demand management measures likely implemented in those scenarios.

Senate Bill 610

SB 610, also known as the Water Supply Assessment statute (pursuant to SB 1262), became effective on January 1, 2017. SB 1262 amends California Water Code Section 10910 and California Government Code Section 66473.7 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 statutes 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: California Water Code Section 10910 and California Government Code Section 66473.74. SB 610 applies to any proposed development that is subject to CEQA and qualifies as a project pursuant to California Water Code Section 10912, which defines “project” as any of the following:

- A proposed residential development of more than 500 dwelling units.
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.
- A proposed hotel or motel, or both, having more than 500 rooms.
- 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.

- A mixed-use project that includes one or more of the projects specified in this subdivision.
- 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. Based on the estimated new water demand of approximately 78.7 AFY, the proposed project does not meet any of the above criteria, and a WSA is not required.

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. SB 606 and AB 1668 amend existing State law to provide expanded and new authorities and requirements to enable permanent changes and actions for those purposes.

SB 606 and AB 1668 were issued by Governor Brown's Executive Order B-37-16 in May 2016. The recommendations in the April 2017 report titled 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. Executive Order B-37-16 requires permanent monthly water use reporting and new permanent water use standards in California communities. To help eliminate water waste, the California Water Resources Board prohibits wasteful water practices such as hosing sidewalks, driveways, and other hardscape, or watering lawns in a manner that could cause runoff.

Assembly Bill 2515

AB 2515, also known as the Water Conservation in Landscaping Act, is a water-efficient landscaping ordinance, that became effective on September 24, 2016. AB 2515 requires the California Department of Water Resources to update the model water-efficient landscape ordinance by regulation and every three years thereafter. It should be noted that AB 2515 was enacted, in part, due to the prolonged drought event California experienced between 2012 and 2016.[126].

Porter-Cologne Water Quality Control Act (Porter-Cologne Act)

The Porter-Cologne Act governs water quality regulations in California. The Porter-Cologne Act applies to surface water, wetlands, and groundwater point and non-point source pollution. Additionally, the Porter-Cologne Act is codified in California Water Code Section 13000 et seq., which states that the waters of the State shall be regulated to obtain the highest water quality that is reasonably attainable. The California State Legislature also declares that the health, safety, and welfare of the people require a statewide program for control of water quality, and the State must be fully prepared to exercise power and jurisdiction to protect water quality.

The Porter-Cologne Act establishes the State Water Resources Control Board (SWRCB) and nine RWQCBs, which implement provisions and have primary responsibility to protect water quality in California. The SWRCB is tasked with overall oversight, such as fund allocation, coordinating and reviewing the RWQCBs' efforts, and allocating rights to surface waters. RWQCBs regulate discharges through NPDES permits for point source discharges and waste discharge requirements (WDRs) for non-point source discharges. The Porter-Cologne Act provides 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, the Porter-Cologne Act requires the adoption of water quality control plans (WQMPs) by the SWRCB and regional water quality control plans (Basin Plans) by RWQCBs. The Basin Plans include beneficial uses of waters of the State and establish water quality objectives.

[126] California Department of Water Resources, Drought, https://water.ca.gov/water-basics/drought, accessed December 29, 2025.

California Code of Regulations, Title 24, Part 11

In 2008, the California Building Standards Commission adopted the United States' first green building standards. Specifically, California Code of Regulations, Title 24, Part 11 (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. CALGreen standards became effective 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:

- 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 percent of construction and demolition waste from landfills.

California Code of Regulations, Titles 14 and 27

California Code of Regulations Title 14 (Natural Resources, Division 7) and Title 27 (Environmental Protection, Division 2 [Solid Waste]) govern the handling and disposal of solid waste and the operation of landfills, transfer stations, and recycling facilities.

State Water Resources Control Board Statewide General Waste Discharge Requirements for Sanitary Sewer Systems Order No. 2006-0003-DWQ

The Statewide General Waste Discharge Requirements for Sanitary Sewer Systems (SWRCB Order No 2006-0003-DWQ) applies to sanitary sewer systems that are at least one mile long and collect untreated or partially treated wastewater to a publicly-owned treatment facility. SWRCB Order No. 2006-0003-DWQ is intended 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 the following:

- 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.
- If an SSO occurs, the SSO must be reported to the SWRCB using an online reporting system developed by the SWRCB.
- 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.

Integrated Waste Management Act of 1989 (AB 939) (IWMA)

The IWMA redefines solid waste management objectives and planning responsibilities for the State and local jurisdictions. The IWMA is intended to reduce the volume and toxicity of landfilled and incinerated solid waste by requiring local governments to prepare and implement plans to improve the management of waste resources. The IWMA requires local governments throughout the State to divert a minimum of 25 percent of the solid waste sent to landfills by 1995 and 50 percent by 2000. To attain these goals for reductions in disposal, the IWMA 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 (AB 1327), which requires adequate areas within properties for collecting and loading recyclable materials.

Assembly Bill 341

AB 341 requires that no less than 75 percent of solid waste be reduced, recycled, or composted by 2020, and also requires the California Department of Resources Recycling and Recovery (CalRecycle) to provide a report to the California State Legislature that recommends strategies to achieve the policy goal by January 1, 2014. Furthermore, AB 341 mandates local jurisdictions to implement commercial recycling by July 1, 2012.

Senate Bill 1374

SB 1374 requires that annual reports submitted by local jurisdictions to the California Integrated Waste Management Board (CIWMB) include a summary of 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 requires 50 percent to 75 percent diversion of construction and demolition waste materials from landfills. It should be noted that local jurisdictions are not required to adopt local construction and demolition ordinances, nor to adopt CIWMB's model by default.

Assembly Bill 1826

In October 2014, Governor Brown signed AB 1826 (Chapter 727, Statutes of 2014), requiring businesses to recycle organic waste starting on April 1, 2016 (depending on the amount of waste generated per week). Organic waste is defined as food waste, green waste, landscaping waste, pruning waste, non-hazardous wood waste, and food-soiled paper waste (i.e., waste that is mixed with food waste). AB 1826 also requires local jurisdictions across the State to implement an organic waste recycling program to divert organic waste generated by businesses, including multi-family residential dwellings that consist of five or more units. AB 1826 phases in mandatory commercial organics recycling by establishing a minimum organic waste generation threshold and requiring businesses that meet or exceed the threshold to participate in an approved organic waste recycling program consistent with State and local regulations.

Senate Bill 1383

In September 2016, Governor Brown signed SB 1383, which establishes targets to achieve a 50 percent reduction in the level of Statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. SB 1383 also 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. Furthermore, SB 1383 requires CalRecycle to analyze the State government, local government, and waste sector progress toward meeting the 2020 and 2025 organic disposal reduction goals.

Water Quality Control Plan: Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties

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 a 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 waters of the State. All discretionary projects requiring permits from an RWQCB, such as waste and pollutant discharge permits, must implement Basin Plan requirements and take into consideration the beneficial uses to be protected.

NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order 2022-0057-DWQ, NPDES No. CAS000002)

Construction activities associated with a project that would disturb more than one acre or more of soil would be required to obtain coverage under the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order 2022-0057-DWQ, NPDES No. CAS000002) (Construction General Permit). The

Construction General Permit regulates discharges of pollutants in stormwater associated with construction activity to waters of the United States from construction sites that disturb one acre or more of soil, or that are part of a common plan of development or sale that disturbs more than one acre of soil. The Construction General 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 low, medium, or high, based 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 (i.e., “housekeeping”)
- On-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 and 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 prior to the commencement of construction activities and 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 corresponding project applicant would use to protect stormwater runoff. As mentioned above, 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 Los Angeles RWQCB, 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 the Construction General Permit. Dischargers are responsible for notifying the Los Angeles RWQCB 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 Construction General Permit.

Ventura County Integrated Regional Water Management Plan (IRWMP)

The IRWMP is a collaborative effort that includes Ventura County and several other local governments (i.e., cities), wholesale and retail water agencies, special districts, and non-governmental agencies interested in promoting and implementing integrated regional water management planning efforts in Ventura County.[127] These agencies and organizations form the Watersheds Coalition of Ventura County. The process of creating an IRWMP is locally driven and includes input from several 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 IRWMP was finalized in 2006. An updated IRWMP, prepared in accordance with all the current requirements, was completed by the Watersheds Coalition of Ventura County in December 2014, which was amended in 2019. The County of Ventura receives wholesale water deliveries from three retailers: CMWD, Casitas Municipal Water District, and United Water Conservation District. In 2018, a total of 120,461 AF of water was delivered to retailers and end-users within the County of Ventura.

Regional

There are no regional regulations applicable to the proposed project related to utilities and service systems.

Local

Thousand Oaks General Plan 2045

The General Plan Community Facilities and Services Element includes several goals regarding utilities and service systems in the City, including:

Citywide Infrastructure

- **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.

[127] 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.

- **Policy 2.3 Undergrounding of utilities:** Place new and existing utilities underground to promote attractive development and reduce wildfire risk.

Water Supply, Reclamation, and Conservation

- **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 project 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 3.7 Local water resources:** Collaborate with local water agencies and distributors to develop infrastructure and mechanisms for expanding local water access and resources through improved connections to other sources, use of local groundwater, stormwater capture, and/or expanded treatment or 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 U.S. Environmental Protection Agency and other regulatory entities.

Wastewater Treatment

- **Goal CFS-5:** Provide sewage conveyance and treatment capacity to meet community needs.
  - **Policy 5.3 Developer exactions:** Require developers to identify and implement wastewater upgrades needed to serve new development.

Solid Waste

- **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 percent as measured by CalRecycle, through waste reduction, reuse, and recycling by 2030.

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 7.3 Developer 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.

Hill Canyon Treatment Master Plan (Hill Canyon Plan)

The City adopted the Hill Canyon Plan in January 2021, which affects all water purveyors and service areas in the City. Specifically, the Hill Canyon Plan outlines historical wastewater flows by type, describes existing facilities, analyzes ways in which to optimize the wastewater treatment process, and discusses possible options with renewable energy and future water resource alternatives. The Hill Canyon Plan also proposes a capital improvement plan that identifies necessary upgrades, rehabilitation projects, and long-term infrastructure investments to ensure adequate treatment capacity and improve system reliability.

Construction and Demolition Debris Recycling Ordinance

In compliance with CALGreen standards, Ordinance No. 1639-NS, codified in Municipal Code Title 6, Chapter 3, Construction and demolition waste management, was established in 2017, which requires certain demolition and/or construction projects to divert at least 65 percent of project-generated waste through recycling and/or reuse. To comply with Ordinance No. 1639-NS, project applicants are required to submit a construction and demolition debris recycling plan to be approved by the City's Public Works Director.

Ordinance No. 91-0003

The Los Angeles County Board of Supervisors adopted Ordinance No. 91-0003 on February 13, 1991, which established the Calabasas Landfill Watershed. Ordinance No. 91-0003 prohibits the landfill from accepting waste from outside the watershed 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.

Thousand Oaks Municipal Code (Municipal Code)

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, establishes regulations to reduce landfill-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. Moreover, Municipal Code Title 6, Chapter 3 is intended to meet CALGreen diversion requirements, goals, and policies.

Municipal Code Title 7, Chapter 4, Separation of water and sewer facilities, establishes regulations to avoid crossover and contamination, which could potentially adversely affect public health. Municipal Code Title 7, Chapter 4 states that

the location and construction of water supply facilities and sewerage facilities in close proximity to one another shall be regulated. More specifically, Municipal Code Section 7-4.03, water and sewer lines, states that horizontal separation between a water line and a sewer line laid approximately parallel to one another shall not be less than 10 feet. When the water and sewage lines cross, the water line is required to be elevated by at least three feet.

Municipal Code Title 7, Chapter 8, Stormwater discharges and stormwater quality management, establishes local regulations, as mandated by the CWA and the California Water Code, to prohibit certain acts and non-stormwater discharges into the storm drain system and watercourses, and to require certain conduct and the implementation of BMPs, by property owners or those in possession of any land within the City, to reduce the discharge of pollutants in stormwater to the maximum extent practicable.

Municipal Code Title 10, Chapter 1, Wastewater, states that the City's Public Works Department shall administer the wastewater properties, facilities, and services of the City.

Municipal Code Title 10, Chapter 2, Water, states that the City's Public Works Department shall administer the water properties, facilities, and services of the City.

5.16.3 Impact Thresholds and Significance Criteria

During the preparation of this EIR, Appendix G of the CEQA Guidelines was used as the thresholds of significance for evaluating impacts associated with the proposed project. Accordingly, a project may create a significant adverse environmental impact if the project would:

a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects (refer to Impact Statements U-1, U-2, U-3, U-4, and U-5);

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years (refer to Impact Statement U-1);

c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments (refer to Impact Statement U-2);

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals (refer to Impact Statement U-4); and/or

e) Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste (refer to Impact Statement U-4).

Based on the aforementioned standards and/or criteria, the effects of the proposed project have been categorized as one of the two following levels of significance: 1) "less than significant impact"; or 2) "significant and unavoidable impact." If a potentially significant impact cannot be reduced to a less than significant level through the incorporation of mitigation measures, the impact is classified as a significant and unavoidable impact for the purposes of CEQA.

5.16.4 Impacts and Mitigation Measures

The proposed project involves two components: (1) development of two mixed-use buildings, a hotel, a park, a restaurant, associated infrastructure, hardscape, landscaping, and site improvements (herein referenced as the "development component"), and (2) development of a bandshell and associated amphitheatre, the adaptive reuse of the existing Civic Arts Plaza, and the temporary relocation of City staff and in-person public services associated with the existing City Hall to off-site location(s) within existing permitted office space within City boundaries (herein referenced as the "adaptive reuse, outdoor amphitheatre, and temporary relocation components").

Water Supply and Distribution

Impact U-1	**The proposed project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years, and would not require or result in the relocation or construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.**

Impact Analysis

The proposed project would construct new on-site private water lines to serve the proposed and future development. As mentioned above, existing water pipeline infrastructure in the area includes the existing 10-inch water pipe on Thousand Oaks Boulevard, the existing 8-inch water pipe at the Oakwood Drive cul-de-sac, and the existing 12-inch water pipe along the east side of the project site. The proposed water system would serve Building E1 (the hotel), Building E2, Building B1 (bandshell), and would also reconnect fire water service to Building C3 (the existing parking garage). Buildings C2 and E3 would be served directly from the 10-inch water main on Thousand Oaks Boulevard. Buildings C1 and C2 would continue to be served by their existing water connection at the southeast service dock and connect directly to the water pipe in South Conejo School Road.

Project-Level Analysis

Construction

Construction activities associated with the proposed project would require minimal water for dust control purposes; refer to Section 5.2, Air Quality, for a discussion on required water spraying activities. Water use in this regard would be short-term and limited in quantity. Given the limited potential water demand during the construction phase, construction activities would not substantially increase the demand for water within the project site, and impacts to regional water supplies would be less than significant.

Operation

The proposed project would include a General Plan Amendment to change the land use designation of a 5.33-acre portion of the project site from Institutional to Mixed-Use and adjust the language allowing an exception to the height maximum required by the Mixed-Use Land Use Designation. Additionally, the proposed project would require a Specific Plan Amendment to revise the Civic Arts Plaza Specific Plan (SP-11) subarea boundaries, associated acreages, text, exhibits regarding development and design standards, and procedures for minor or major changes to entitlements under SP-11, specifically within the proposed new Downtown Core Subarea (i.e., Subareas B, C, and E) between Conejo School Road and the western project boundary. To determine whether the existing water infrastructure could accommodate the proposed project, a water capacity assessment was conducted as part of the Water Demand Study.

The existing uses to remain, existing uses to be demolished, and proposed new uses/buildings on-site are shown in Tables 5.16-6, Existing Uses to Remain, through 5.16-8, Proposed New Uses. Based on the existing and new uses on-site, water demand factors are utilized to determine the anticipated water demand from each respective land use, and compared between the existing uses and proposed uses to determine the net increase in water demand; refer to Table 5.16-9, Applicable Water Demand Factors, and Table 5.16-10, Estimated Net Increase in Water Demand.

Table 5.16-6
Existing Uses to Remain

Building	Use	Quantity	Unit Type
Existing Civic Arts Plaza Building	Kavli Theatre	1,800	Seats
	Scherr Forum	394	Seats

Source: RRM Design Group, Preliminary Water Demand Study, Downtown Thousand Oaks Project, City of Thousand Oaks, January 6, 2026.

Table 5.16-7
Existing Uses to be Demolished

Building	Use	Quantity	Unit Type
1934, 1938, 1948 East Thousand Oaks Boulevard	Commercial	7,628	Gross Square Feet
Existing Civic Arts Plaza Building	City Hall Administrative offices (existing to be demolished)	80,332	Gross Square Feet

Source: RRM Design Group, Preliminary Water Demand Study, Downtown Thousand Oaks Project, City of Thousand Oaks, January 6, 2026.

Table 5.16-8
Proposed New Uses

Building	Use	Quantity	Unit Type
B1	Restaurant	6,725	Gross Square Feet
B2	Amphitheatre	350	Seats
C1	Retail	2,410	Gross Square Feet
	Multi-Purpose Performance Venue	4,260	Gross Square Feet
	Library Outpost	2,680	Gross Square Feet
	Office	5,210	Gross Square Feet
	Police Depot	360	Gross Square Feet
	Artist Incubator	4,800	Gross Square Feet
	Public Market	13,500	Gross Square Feet
	City Hall Administrative Offices	74,320	Gross Square Feet
E1	Hotel	122,873	Gross Square Feet
E2	Commercial	8,950	Gross Square Feet
	Residential	161	Units
E3	Commercial	19,048	Gross Square Feet
	Residential	79	Units
Carpenter Park	Irrigated Landscape Area	36,737	Square Feet

Source: RRM Design Group, Preliminary Water Demand Study, Downtown Thousand Oaks Project, City of Thousand Oaks, January 6, 2026.

Table 5.16-9
Applicable Water Demand Factors

Use Category	Water Demand Factor	Water Demand Factor Unit
Commercial	130	Gallons per day per 1,000 square feet
Institutional	45	Gallons per day per 1,000 square feet
High Density Residential (15-30 dwelling units/acre)	180	Gallons per day per dwelling unit
Proposed Park and Recreation Area	3,400	Gallons per day per acre
Performance Venue	3	Gallons per day per seat

Source: RRM Design Group, Preliminary Water Demand Study, Downtown Thousand Oaks Project, City of Thousand Oaks, January 6, 2026.

Table 5.16-10
Estimated Net Increase in Water Demand

Use Category	Estimated Water Demand
Proposed New Uses	81,737 Gallons Per Day
Existing Uses to be Demolished	11,435 Gallons Per Day
Total Estimated Net Increase in Water Demand	**70,302 Gallons Per Day**

Source: RRM Design Group, Preliminary Water Demand Study, Downtown Thousand Oaks Project, City of Thousand Oaks, January 6, 2026.

Based on Table 5.16-10, the proposed project would result in an estimated net increase in water demand of 70,302 gpd, or 78.70 AFY. As previously stated, the City's Public Works Department, Water Division, anticipates that sufficient water supplies would be available for its service area through 2045. Tables 5.16-2 through 5.16-4 forecast water supplies under the normal, single-dry year, and multiple-dry year scenarios for the City's Public Works Department, Water Division. Based on a water demand value of 10,691 AFY, the proposed project would result in a nominal impact (i.e., less than one percent) regarding the City's Public Works Department, Water Division water supply demand. As such, impacts in this regard would be less than significant.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. Building C1 would continue to be served by its existing water connection at the southeast service dock and connect directly to the water pipe in South Conejo School Road. Construction activities associated with the adaptive reuse and outdoor amphitheatre components would also require minimal water for dust control purposes. The adaptive reuse and outdoor amphitheatre components are accounted for in the total estimated net increase in water demand of 70,302 gpd, or 78.70 AFY. The City's Public Works Department, Water Division, anticipates that operation of the adaptive reuse and outdoor amphitheatre components would have sufficient water supplies available for the service area through 2045. Moreover, Tables 5.16-2 through 5.16-4 forecast water supplies under the normal, single-dry year, and multiple-dry year scenarios for the City's Public Works Department, Water Division. The adaptive reuse and outdoor amphitheatre components are also accounted for in the total estimated water demand value of 10,691 AFY. Based on a maximum water demand value of 10,691 AFY, the adaptive reuse and outdoor amphitheatre components would result in a nominal impact (i.e., less than one percent) regarding the City's Public Works Department, Water Division water supply demand. As such, impacts would be less than significant.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that generate different water demand. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. As such, the temporary relocation component would not result in impacts on water demand.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Wastewater Treatment

Impact U-2	**The proposed project would not result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's project demand in addition to the provider's existing commitments, or result in the relocation or construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.**

Impact Analysis

Sanitary sewer service would be provided by the City of Thousand Oaks. A new 10- and 12-inch sanitary sewer main would be constructed in Main Street heading west to West Road, then south to the Oakwood Drive cul-de-sac before routing along Oakwood Drive to an existing manhole at the intersection of Oakwood Drive and Zuniga Ridge Place. This public sewer connects immediately to the City's 30-inch trunk main running beneath Thousand Oaks Boulevard. The proposed sewer main would be used to discharge the sewer flow from the existing C1 and C2 buildings, allowing for the decommissioning of the existing sewage ejector system from these existing buildings. The proposed sewer main would also capture discharge from Building B1 (the bandshell), Building E1 (the hotel), and Building E2. Buildings B2 and E3 would connect to the existing 10-inch sewer main in Thousand Oaks Boulevard with the flexibility to connect to the proposed sewer main in Main Street if determined to be more beneficial for those structures.

Phase 1 would include construction of the new sewer line, including connecting the existing Civic Arts Plaza at the northwest corner of the building to maintain operations of the existing city hall and performance venues. The new sewer line would be owned and maintained by the City and located within a public utility easement. Construction of new structures in subsequent phases would include the installation of the respective private sewer laterals.

Project-Level Analysis

Construction

Construction activities are not anticipated to result in substantial wastewater. Wastewater generation in this regard would be limited in quantity. Given the limited potential wastewater generation during the construction phase, construction activities would not substantially increase the generation of wastewater within the project site, and impacts would be less than significant in this regard.

Operation

As mentioned above, the proposed project would include a General Plan Amendment and Specific Plan Amendment to change a portion of an existing land use designation and revise SP-11, respectively. To determine whether the existing wastewater infrastructure could accommodate the proposed project, the water demand values calculated as part of the Water Demand Study are utilized to develop a "worst case" scenario regarding on-site wastewater generation. It should be noted that the maximum on-site wastewater generation would be lower with the implementation of LID BMPs.

Based on Table 5.16-10, the proposed project would result in an estimated net increase in water demand of 70,302 gpd, or 78.70 AFY. Thus, the "worst case" scenario or maximum wastewater generation on-site is anticipated to be 70,302 gpd. As mentioned above, the HCTP is designed to accommodate and treat a permitted annual Average Dry Weather Flow capacity of 14 million gpd, and currently treats an average annual wastewater flow of approximately eight million gallons of wastewater per day from domestic, commercial, and industrial customers, discharging effluent treated into the North Fork of the Arroyo Conejo Creek for downstream diversion.[128] In 2020, the HCTP treated approximately 10,170 AFY of wastewater. Future influent projections show the HCTP treating an annual flow of 9.1

[128] Ibid.

million gpd by 2025, 9.2 million gpd by 2030, 9.3 million gpd by 2035, and 9.4 million gpd by 2040. As such, the HCTP currently has an excess annual treatment capacity of six million gpd.

Based on a wastewater generation value of 70,302 gpd, the proposed project would result in a nominal impact (i.e., less than 1.2 percent) regarding the HCTP's excess annual treatment capacity of six million gpd. As such, impacts in this regard would be less than significant.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. Sanitary sewer service would be provided by the City of Thousand Oaks. The proposed sewer main would be used to discharge the sewer flow from the existing Building C1. Building B2 would connect to the existing 10-inch sewer main in Thousand Oaks Boulevard. Construction activities associated with the adaptive reuse and outdoor amphitheatre components are not anticipated to result in substantial wastewater, which would generally be limited in quantity. The adaptive reuse and outdoor amphitheatre components are accounted for in the total maximum wastewater generation on-site of 70,302 gpd, which would be treated at the HCTP. Based on a wastewater generation value of 70,302 gpd, the adaptive reuse and outdoor amphitheatre components would also result in a nominal impact regarding the HCTP's excess annual treatment capacity of six million gpd. As such, impacts would be less than significant.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that generate different quantities of wastewater. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts on wastewater.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Stormwater Drainage Facilities

Impact U-3	**The proposed project would not result in the relocation or construction of new stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects.**

Impact Analysis

Project-Level Analysis

Refer to Section 5.9, Hydrology and Water Quality, for a detailed discussion on the proposed project's potential to create or contribute runoff water that could exceed the capacity of the existing on-site stormwater drainage system (Impact Statement HWQ-3).

As discussed, existing drainage conditions within the project area generally slope from the southeast portion of the site to the northwest. Stormwater from impervious areas flows from south to north and is conveyed to a VCWPD RCB via inlets at the intersection of Thousand Oaks Boulevard and Dallas Drive, as well as the northern end of the existing on-site parking lot. Two storm drains are also located in the project area: one from the south that conveys flows from Highway 101, and one from Conejo School Road, which is located east of the project site. The two storm drains flow

through the project site and connect to the VCWPD RCB. The VCWPD RCB flows east to west through the project site and continues west, where the flows discharge to the Arroyo Conejo River. The proposed project would be required to implement site design, source control, and low impact development (LID) BMPs to reduce potential adverse impacts related to water quality and stormwater runoff volumes that could result from project implementation. Specifically, the proposed project would include structural BMPs (infiltration trench with storage, detention systems, and hydrodynamic separator units) and non-structural BMPs (construction-phase erosion control BMPs, education and training, and monitoring and maintenance). With the implementation of the proposed LID BMPs, impacts regarding stormwater drainage facilities would be less than significant.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. The adaptive reuse and outdoor amphitheatre components are subject to the existing drainage conditions within the project area, including conveyance of stormwater from impervious surfaces to a VCWPD RCB via inlets at the intersection of Thousand Oaks Boulevard and Dallas Drive, as well as the northern end of the existing on-site parking lot. The adaptive reuse and outdoor amphitheatre components would be required to implement site design, source control, and LID BMPs to reduce potential adverse impacts related to water quality and stormwater runoff volumes that could result from project implementation. Specifically, the adaptive reuse and outdoor amphitheatre components would include structural BMPs (infiltration trench with storage, detention systems, and hydrodynamic separator units) and non-structural BMPs (construction-phase erosion control BMPs, education and training, and monitoring and maintenance). As such, impacts would be less than significant.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that have different stormwater drainage systems. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts on stormwater.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Solid Waste Generation

Impact U-4	**The proposed project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals and would comply with Federal, State, and local management and reduction statutes and regulations related to solid waste.**

Impact Analysis

Project-Level Analysis

Construction

Construction activities associated with the proposed project are anticipated to involve the demolition of existing structures, the construction of new structures, and grading. Other construction activities may include building walls and fencing, adding signage and lighting, providing landscaping, on-site utilities, and infrastructure improvements (i.e., sewer, water, and dry utilities). All construction activities would be subject to comply with relevant federal, State, and

local requirements concerning solid waste. Specifically, the project would be required to demonstrate compliance with AB 939, which requires all California cities to "reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible." AB 939 requires that at least 50 percent of waste produced be recycled, reduced, or composted. Lastly, the project applicant would be subject to Municipal Code Title 6, Chapters 2 and 3, and Ordinance No. 1639-NS, which are intended to address the control, regulation, and proper disposal of solid waste, organic waste, and recyclable materials. More specifically, Ordinance No. 1639-NS would require at least 65 percent of project-generated waste to be recycled and/or reused. Furthermore, the project applicant would be required to submit a construction and demolition debris recycling plan to be approved by the City's Public Works Director. Compliance with these programs and local regulatory requirements would ensure the project's construction-related solid waste impacts would be less than significant.

Operation

Project operations would result in an increase in solid waste generation. The SVLRC is the primary facility that accepts the City's solid waste. The SVLRC has a maximum daily permitted capacity of 9,250 tpd (64,750 tons per week or 3,367,000 tons per year). According to the project's air quality modeling assumptions for the proposed project, buildout of the project is expected to generate approximately 604.48 tons of solid waste per year (1.66 tpd); refer to Appendix C, Air Quality/Greenhouse Gas Emissions/Energy Data. As indicated, the SVLRC has a maximum permitted throughput of 9,250 tpd. Thus, project operations would represent less than 0.02 percent of the SVLRC's daily permitted throughput, which would result in a nominal increase of tpd.

Compliance with all applicable federal, State, and local laws, regulations, and standards regarding solid waste disposal, including the mandates of RCRA, AB 939, AB 341, AB 1327, AB 1826, the California Green Building Code, Municipal Code, and General Plan Community Facilities and Services Element policies, would further reduce impacts to solid waste disposal. Overall, compliance with these programs and local regulatory requirements would ensure the project's operational-related solid waste impacts would be less than significant.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. Construction activities associated with the adaptive reuse and outdoor amphitheatre components are anticipated to involve the demolition of existing structures, the construction of new structures, and grading, among other construction activities listed above. All construction activities would be subject to comply with relevant federal, State, and local requirements concerning solid waste, including AB 939, Municipal Code Title 6, Chapters 2 and 3, and Ordinance No. 1639-NS. Operation of the adaptive reuse and outdoor amphitheatre components would result in an increase in solid waste generation, which would be accepted at the SVLRC. The adaptive reuse and outdoor amphitheatre components are accounted for in the total estimated waste generation of 604.48 tons per year. Based on an estimated waste generation of 604.58 tons of solid waste per year, operation of the adaptive reuse and outdoor amphitheatre components would represent less than 0.02 percent of the SVLRC's daily permitted throughput, which would result in a nominal increase of tpd. As such, impacts would be less than significant.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that generate different solid waste quantities. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts on solid waste.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Dry Utility Services

Impact U-5	**The proposed project would not result in the relocation or construction of new or expanded dry utility facilities, which could cause significant environmental effects.**

Impact Analysis

The project would result in the construction of new private on-site dry utilities associated with electricity, natural gas, and telecommunication services.

Project-Level Analysis

Electricity

The project would construct new on-site private underground electrical lines, which would connect to the existing electrical service line running east-west within the Thousand Oaks Boulevard right-of-way.

Construction activities would generate electricity demand at the construction site, including through portable construction equipment. However, the level of electricity demand for these activities would be short-term and would not substantially increase the demand for electricity within the project area. Heavy equipment used for construction is primarily powered by diesel fuel. Temporary electric power is anticipated to be provided via existing utility boxes and lines and/or temporary power poles on the project site. Given the limited potential demand for electricity during construction, impacts to regional electricity supplies would be considered less than significant.

As mentioned above, the proposed project would include a General Plan Amendment and Specific Plan Amendment to change a portion of the existing land use designation and revise SP-11, respectively. As such, the proposed project would have an increase in the need for electrical services, compared to the existing on-site conditions.

Nonetheless, the project would install all new electrical infrastructure to support the proposed development at the project site. All newly installed electrical service lines would comply with existing regulations per the 2025 Electrical Code and California Code of Regulations Title 24. Furthermore, all electrical facility installation and connection to the existing system would be done in coordination with and under the approval of SCE. The project would also be required to submit a signed Method of Service agreement to SCE and pay engineering fees for an electric service study to be completed, in order to determine the infrastructure necessary to support the project's operation. Financial responsibility for any updates or additional facilities would be in accordance with SCE's rules and tariffs. All new development that requires new electricity lines to be installed would be required to pay applicable fees assessed by SCE to extend electricity lines to serve the project site. Additionally, the proposed project would not interfere with SCE's access or operation of its current and future facilities. The estimated electrical demand of the project during operation would represent an insignificant percentage of SCE's projected and planned capacity for annual sales. As such, impacts to electrical services would be less than significant in this regard.

Natural Gas

Project-related construction activities would not increase demand for natural gas, since construction activities and equipment would not rely on natural gas as a fuel source. Therefore, construction activities would not impact natural gas services and would not require new or physically altered natural gas transmission facilities. As such, no impacts are anticipated during construction activities.

Project operations would increase the need for natural gas on-site. However, the project demand increase for natural gas would be nominal and thus would not result in an increase in demand that would be substantial enough to exceed the demand projected by the California Energy Commission. Nonetheless, the existing 10-inch natural gas pipe on Thousand Oaks Boulevard would adequately serve the proposed development. As such, impacts would be less than significant in this regard.

Telecommunications

Existing telephone, cable, and internet service infrastructure would be appropriately upgraded on-site to serve the proposed project. No other off-site infrastructure improvements are anticipated to serve the proposed development. As such, impacts to telecommunication services would be less than significant in this regard.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components, as it applies to the project site as a whole. There are no unique considerations of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. Construction activities associated with the adaptive reuse and outdoor amphitheatre components would generate electricity demand at the construction site, including through portable construction equipment. Similar to the development component, the level of electricity demand for these activities would be short-term and would not substantially increase the demand for electricity within the project area. Heavy equipment used for construction is primarily powered by diesel fuel. Temporary electric power is anticipated to be provided via existing utility boxes and lines and/or temporary power poles on the project site. Given the limited potential demand for electricity during construction, impacts to regional electricity supplies would be considered less than significant.

All newly installed electrical service lines would comply with existing regulations per the 2025 Electrical Code and California Code of Regulations Title 24. Furthermore, all electrical facility installation and connection to the existing system would be done in coordination with and under the approval of SCE. The estimated electrical demand of the adaptive reuse and outdoor amphitheatre components during operation would represent an insignificant percentage of SCE's projected and planned capacity for annual sales. As such, impacts to electrical services would be less than significant in this regard. Natural gas demand would not increase during construction activities associated with the adaptive reuse and outdoor amphitheatre components since these activities would not rely on natural gas as a fuel source. Operation of the adaptive reuse and outdoor amphitheatre components would increase the need for natural gas on-site; however, this increase would be nominal and not exceed the demand projected by the California Energy Commission. The demand for natural gas would be adequately provided via existing natural gas infrastructure. Lastly, telephone, cable, and internet service infrastructure would be appropriately upgraded on-site to serve the adaptive reuse and outdoor amphitheatre components. As such, impacts on dry utilities would be less than significant.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries with different dry utility infrastructure. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts on dry utilities.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.16.5 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." The cumulative analysis below considers the proposed project's impacts in conjunction with the future buildout of the General Plan and cumulative projects listed in Table 4-1, Cumulative Projects List.

Water Supply and Distribution

- The proposed project, combined with other cumulative projects, would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years, and would not require or result in the relocation or construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Impact Analysis

Cumulative projects could result in the need for the construction of new private water facilities or the expansion of existing facilities on a project-by-project basis. The City would ensure cumulative development pays the cost of infrastructure and service needs, and requires new development to pay the capital costs of public facilities and services needed to serve those developments. Cumulative projects 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 under Impact Statement U-1, 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.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Wastewater Treatment

- The proposed project, combined with other cumulative projects, would result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's project demand in addition to the provider's existing commitments, and would not result in the relocation or construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Impact Analysis

Cumulative development could result in the need for the construction of new wastewater collection facilities or the expansion of existing facilities on a project-by-project basis. Cumulative development would also be required to conduct wastewater collection system capacity 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 wastewater collection facilities.

As concluded under Impact Statement U-2, the proposed project would not result in substantial adverse impacts to wastewater collection systems beyond existing conditions. As such, the project, along with other cumulative projects, would not result in cumulatively considerable impacts in regard to wastewater facilities.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Stormwater Drainage Facilities

- The proposed project, combined with other cumulative projects, would not result in the relocation or construction of new stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects.

Impact Analysis

Cumulative development could result in the need for the construction of new stormwater drainage facilities or the expansion of existing facilities on a project-by-project basis. 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. Each cumulative project would be subject to the NPDES permitting process, which may require implementation of BMPs and LIDs depending on the project's size.

As concluded under Impact Statement U-3, the proposed stormwater drainage facilities would involve site design, source control, and LID BMPs that reduce potential adverse impacts related to water quality and stormwater runoff volumes that could result from project implementation. As such, the proposed stormwater drainage facilities, as analyzed throughout this EIR, would not result in cumulatively considerable impacts.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Solid Waste Generation

- The proposed project, combined with other cumulative projects, would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals and could comply with Federal, State, and local management and reduction statutes and regulations related to solid waste.

Impact Analysis

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 RCRA, AB 939, AB 341, AB 1327, AB 1826, the California Green Building Code, Municipal Code, and General Plan Community Facilities and Services Element policies.

Project implementation would introduce development that would increase solid waste generation. As indicated under Impact Statement U-4, the SVLRC has 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.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Dry Utilities Services

- The proposed project, combined with other cumulative projects, would not result in the relocation or construction of new or expanded dry utility facilities, which could cause significant environmental effects.

Impact Analysis

The cumulative projects identified in Table 4-1, in addition to the project, could result in the construction of new dry utilities or the expansion of existing dry utilities. Cumulative development would be evaluated on a case-by-case basis at the project level, as these projects are implemented, for their potential to result in environmental impacts. All projects would be subject to the review and approval of the City and applicable dry utility providers and would be subject to compliance with the relevant laws, ordinances, and regulations in place. Thus, cumulative impacts concerning the construction of dry utilities would be less than significant.

The proposed project would not require the expansion of existing dry utilities infrastructures (i.e., SCE, SoCalGas, Charter Communications, and Spectrum), nor would the project require new or expanded natural gas, electricity, or communications. Project implementation would not result in increased demands that require or result in the relocation or construction of new or expanded dry utilities, the construction or relocation of which could cause significant environmental effects. The project's less than significant impacts in this regard would not be cumulatively considerable.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.16.6 Significant Unavoidable Impacts

No significant unavoidable impacts related to utilities and service systems have been identified.

5.17 Wildfire

This section addresses the potential impacts on wildfire associated with the construction and implementation of the proposed project. This section is based, in part, on the Wildfire Study prepared for the proposed project by CSG Consultants, Inc., dated February 2026, provided in Appendix R, and the Evacuation Analysis for the Downtown Thousand Oaks Project (Evacuation Study), prepared by EPD Solutions, Inc., dated February 27, 2026, provided in Appendix S.

5.17.1 Existing Setting

Fire Risk

Topography

Topography influences fire risk by affecting fire spread rates. Typically, steep terrain results in faster fire spread upslope and slower spread down-slope in the absence of wind. Terrain that forms a funneling effect, such as chimneys, chutes, or saddles on the landscape, can result in especially intense fire behavior. Conversely, flat terrain tends to have little effect on fire spread, resulting in fires that are driven by vegetation and wind.

Thousand Oaks, located in the Conejo Valley in Ventura County, is a high plateau bordered by various hills and mountains, including the Conejo Hills, Santa Monica Mountains, Santa Susana Mountains, and Simi Hills. Elevations range from 600 to 900 feet, with nearby peaks reaching an additional 1,000 feet. The City is part of Arroyo Conejo, which extends across southeastern Ventura County and northwest Los Angeles County. The geology of the nearby Santa Monica Mountains is Tertiary sedimentary and volcanic rocks, including the Conejo Formation. This formation dominates the watersheds while the Modelo and Upper Topanga Formations border it. The region exhibits gentle folds, and the Malibu Coast Fault along the base of the Santa Monica Mountains results in a complex geologic structure, causing the coastal area's steep and rugged landscape.

The project site's topography generally consists of slopes northwest across the project site, with elevations ranging from approximately 890 feet along the southern property boundary, adjacent to Highway 101, to 814 feet at the northwest corner of the project site, adjacent to Thousand Oaks Boulevard. Existing grades across the project site average approximately 6.0 to 9.0 percent slopes.

Climate

The project site, like much of Southern California, is influenced by the Pacific Ocean and a seasonal, migratory subtropical high-pressure cell known as the "Pacific High." 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. The climate of Thousand Oaks is typical of a Mediterranean area, with warm, dry summers and cold, wet winters. Temperatures average (average annual) around 65°F during the winter and reach up to 100°F during the summer. Precipitation has been averaging about 16.5 inches and typically occurs between October and April.[129]

The prevailing wind pattern is from the west (on-shore), but the presence of the Pacific Ocean causes a diurnal wind pattern known as the land/sea breeze system. During the day, winds are from the west–southwest (sea) and at night, winds are from the northeast (land), averaging 2 miles per hour (mph). During the summer season, the diurnal winds may average slightly higher (approximately 14 mph) than the winds during the winter season due to greater pressure gradient forces. Surface winds can also be influenced locally by topography and slope variations. The highest wind velocities are associated with downslope, canyon, and Santa Ana winds. This project site does not include topography

[129] U.S. Climate Data. 2025. U.S. Climate Data. Website: https://www.usclimatedata.com/climate/thousand-oaks/california/united-states/usca1549. Accessed September 30, 2025.

that would create unusual weather conditions. However, the project site may be subject to periodic extreme fire weather conditions that occur throughout Ventura County and would not be unique to the project site.

From a regional perspective, the fire risk in Southern California can be divided into three distinct "seasons". The first and most active season extends from late May to late September. This is followed by an intense fall season characterized by fewer but larger fires. This season begins in late September and continues until early November. The remaining months, November to late May, cover the mostly dormant winter season. Large fires in the region have been observed to consistently occur at the end of wet periods and the beginning of droughts. Fires can be a significant issue during summer and fall, before the rainy period, especially during dry Santa Ana wind events. Although Santa Ana events can occur any time of the year, they generally occur during the autumn months. Santa Ana winds may gust 50 miles per hour (mph) or higher.

Vegetation

The Mediterranean climate type is globally rare and produces native vegetation adapted to drought and fire. The most abundant native vegetation communities found in the Thousand Oaks area include chaparral, sage scrub, oak woodland, and oak savannah. Many oak savannah landscapes are dominated by nonnative annual grasses and forbs, and several areas of former scrub have been converted to non-native annual grasslands.

Fuels

As mentioned above, the project site is bordered to the north by East Thousand Oaks Boulevard, single-story commercial uses, and a cultural garden, to the west by single-story commercial/service-oriented uses, single-family residences, and Oakwood Drive, to the east by single-story commercial and Conejo School Road, and to the south by Highway 101. The Conejo Ridge Open Space area is located immediately south of Highway 101. Under existing conditions, the northeast and eastern portions of the project site contain landscaped vegetation and several protected mature trees. Mature trees are located throughout the project site. Along the southern boundary of the project site, moderate vegetation occurs in the setback areas between the existing Civic Arts Plaza buildings and parking structure and Highway 101. Landscaped xeriscape lawns cover the setback areas between the existing buildings and East Thousand Oaks Boulevard. Based on the Biological Resources Assessment prepared by Michael Baker International, dated December 2025, the project site has no native vegetation communities and is occupied by the following land cover types: developed, disturbed, and landscaped.

With the implementation of the proposed project, the western and central portions of the project site would be converted to roads, pedestrian walkways, structures, and landscaped vegetation. The southern portion of the project site, including the vegetated area located between Highway 101 and the existing parking structure, Civic Arts Plaza structures, and service road off of Conejo School Road, would remain similar to existing conditions; no changes to vegetation are proposed. The northeastern and eastern portions of the project site would include open space and landscaped areas oriented around existing mature native trees. Upon final buildout of the project, 77 mature trees would remain on-site, 85 additional trees would be planted on-site, and approximately 26,807 square feet of landscaping would be planted. Proposed fuel modification zones would consist primarily of noncombustible hardscape and parking/road areas, as well as well-irrigated tree and plant species not found on the Ventura County Fire Department's (VCFD's) prohibited plant list. Areas to the west, north, and east of the project site are primarily developed with occasional landscaping and trees. The Gardens of the World is located immediately north of the project site across Thousand Oaks Boulevard and contains well-maintained, landscaped vegetation.

Vegetation Dynamics

Variations in vegetative cover type and species composition have a direct effect on fire behavior. Some plant communities and their associated plant species have increased flammability based on plant physiology (resin content), biological function (flowering, retention of dead plant material), physical structure (bark thickness, leaf size, branching

patterns), and overall fuel loading. A critical factor to consider is the dynamic nature of vegetation communities. Fire presence and absence at varying cycles or regimes disrupts plant succession, setting plant communities to an earlier state where less fuel is present for a period of time, as the plant community begins its succession again. In general, biomass and associated fuel loading will increase over time, assuming that disturbance (fire or grading) or fuel reduction efforts are not diligently implemented. It is possible to alter successional pathways for varying plant communities through manual alteration. This concept is a key component in the overall establishment and maintenance of the proposed fuel modification zones on-site.

The fuel modification zones on the project site would consist of non-combustible hardscape and parking lot/roadway areas with irrigated and maintained landscapes that would be subject to regular "disturbance" in the form of maintenance and would not be allowed to accumulate excessive biomass over time, which results in reduced fire ignition, spread rates, and intensity. The urban nature of the project vicinity is expected to remain similar to existing conditions; therefore, fuel loads outside the project area are not anticipated to change significantly.

Wildfire and Influencing Factors

The City of Thousand Oaks experiences fires from several sources. These include wildland, structural, vehicle, refuse, and human-generated incidents. Wildland fires are a result of a combination of three primary factors: topography, climate, and vegetation (fuel), which involves people. The native plant communities of greatest concern include the coastal sage scrub and chaparral that cover the natural hillside areas. These plant communities have evolved to incorporate burning into their ecological cycle. The Mediterranean climate, characterized by hot, dry summers and hot, dry winds in the fall, turns this vegetation into a major source of fire fuel. These fuel sources are most often ignited by humans, either directly through careless action or arson, or indirectly through accidents.

Wildfire seasons in California, especially during the summer, have been setting records for burned area.[130] From 1996 to 2021, the average summer burned area in northern and central California increased by five times compared to the period from 1971 to 1995.[131] Data from the National Interagency Fire Center shows 1,248 lightning-caused wildfires in California between 2022 and 2024, burning over 338,000 acres.[132] Over the same time period, 22,582 human-caused wildfires burned over 1.4 million acres.[133]

Nine of the ten largest wildfires in California's history have occurred in the past 20 years, with five of them occurring in 2020, and nine since 2017.[134] These wildfires, apart from their devastating environmental impact, have also severely affected human health and had numerous socio-economic repercussions. Researchers found that between 1992 and 2012, 84 percent of wildfires that summoned firefighter intervention were due to human actions. Common ignition sources included discarded cigarettes, unattended campfires, mishandled prescribed burns or crop fires, sparks from infrastructure like railroads and power lines, and arson.

[130] NASA Earth Observatory. 2017. "People Cause Most U.S. Wildfires." https://earthobservatory.nasa.gov/images/89757/people-cause-most-us-wildfires. March 07. Accessed October 5, 2025.
[131] NOAA Climate Program Office. 2023. "Is Man-Made Climate Change to Blame for Record-Breaking Forest Fires in California?" June 29. https://cpo.noaa.gov/Is-Man-Made-Climate-Change-to-Blame-For-Record-Breaking-Forest-Fires-in-California/. Accessed October 5, 2025.
[132] National Interagency Fire Center. 2024. "Lightning-Caused Wildfires." https://www.nifc.gov/fire-information/statistics/lightning-caused. Accessed October 5, 2025.
[133] National Interagency Fire Center. 2024. "Human-Caused Wildfires." https://www.nifc.gov/fire-information/statistics/human-caused. Accessed October 5, 2025.
[134] California Department of Forestry and Fire Protection. 2024. "Top 20 Largest California Wildfires." October 2. https://34c031f8-c9fd-4018-8c5a-4159cdff6b0d-cdn-endpoint.azureedge.net/-/media/calfire-website/our-impact/fire-statistics/top-20-largest-ca-wildfires.pdf?rev=fba7bfc52eab4d5d87fbee5bd9416ed8&hash=270E810A7FCF091122EE2A18EB24ACB6. Accessed October 5, 2025.

Wildland-Urban Interface

The wildland-urban interface (WUI) is the transition zone between unoccupied land and human development. It is the line, area, or zone where structures and other human development meet or intermingle with undeveloped wildland or vegetative fuels. Approximately 32 percent of all housing in the United States is located in a WUI and is at risk for WUI fires.[135] Between 2002 and 2016, an average of over 3,000 structures per year were lost to WUI fires in the United States, and the WUI area continues to grow by approximately 2 million acres per year.[136]

The WUI is where most wildfire building losses occur because it creates a condition where fire can move quickly between structural and vegetative fuel. Between 1985 and 2013, 82 percent of all buildings destroyed by wildfire in California were in the WUI. California indirectly addresses the WUI issue by identifying and regulating Fire Hazard Severity Zones (FHSZ). Firefighting within the WUI is much more complex than fighting a strictly urban 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.

Human activities cause approximately 85 percent of fires in California, and 75 percent of the buildings destroyed by wildfire are located within the WUI.[137] With a continuing increase in population and a relative lack of urban infill development opportunities due to zoning restrictions, it is estimated that by the year 2060, housing will continue to expand into the WUI, and 22 percent of the remaining forest and rangeland (scrub, grassland, and oak woodland) within Southern California will be converted to housing. 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 planning professionals and fire experts alike to be the best means of increasing housing stock without increasing wildfire risk.[138] Urban landscapes are far less susceptible to the hazards of wildfire and fire in general compared to exurban or suburban WUI development. Compact, urban redevelopment is also easier to defend from wildfire; it is harder for firefighters to control fires that start in a WUI because they must simultaneously protect homes and infrastructure while also trying to limit the spread of the fire through natural, more flammable landscapes.[139] Redevelopment also helps achieve goals related to climate resiliency and other aspects of livability that greenfield development in the WUI cannot.

The proposed project site is located in a WUI, as defined by VCFD Ordinance 34, Article 4, Section 202, Definitions, which defines a WUI as the following:

> A geographical area identified by the State as a "Fire Hazard Severity Zone" in accordance with the Public Resources Code, Sections 4201 through 4204, and Government Code Sections 51175 through 51189, or other areas designated by the Fire Code Official to be at a significant risk from wildfires, including Hazardous Fire Areas.

Hazardous Fire Areas (HFA) are defined as the following:

[135] Phillips, Joseph. Forest Service. USDA. 2025. "Between nature and neighborhoods: Mapping the dynamics of the wildland-urban interface and growing wildfire threats." May 30. https://research.fs.usda.gov/nrs/articles/between-nature-and-neighborhoods-mapping-dynamics-wildland-urban-interface-and-growing. Accessed October 5, 2025.

[136] DHS, USFA, FEMA. 2019. *Wildland Urban Interface Fire Operational Requirements and Capability Analysis.* May 31. https://www.dhs.gov/sites/default/files/publications/wui_fire_report_of_findings_july_24_2019v2_508.pdf. Accessed October 5, 2025.

[137] California Department of Forestry and Fire Protection Fire and Resource Assessment Program. 2017. *California's Forests and Rangelands 2017 Assessment*. https://34c031f8-c9fd-4018-8c5a-4159cdff6b0d-cdn-endpoint.azureedge.net/-/media/calfire-website/what-we-do/fire-resource-assessment-program---frap/assessment/forest-and-range-2017-assessment.pdf. Accessed October 5, 2025.

[138] University of California Agriculture and Natural Resource Co-Op Extension Office. California Governor's Office of Land Use and Climate Innovation. 2020. *Building to Coexist with Fire: Risk Reduction Measures for New Development*. https://resilientca.org/projects/9f4bd45f-0bf7-4b59-8470-b1625956b544/. Accessed October 5, 2025.

[139] Western Fire Chiefs Association. 2025. "Why Wildland Urban Interface (WUI) is Presenting Challenges for Firefighters." May 19. https://wfca.com/wildfire-articles/wildland-urban-interface-wui-firefighter-challenges/. Accessed October 20, 2025.

> Land which is covered with grass, grain, brush, or forest, whether privately or publicly owned, which is so situated or is of such inaccessible location that a fire originating upon such land would present an abnormally difficult job of suppression or would result in great and unusual damage through fire or resulting erosion and includes any location within 500 feet of a forest or brush, grass, or grain covered land, exclusive of small individual lots or parcels of land located outside of a brush, forest, or grain covered area. Such areas are designated by the Fire Code Official. The Fire Code Official is authorized to utilize, as references, the definition of Wildland-Urban Interface (WUI), State SRA FHSZ maps, LRA FHSZ maps designated pursuant to California Government Code Sections 51175 through 51189, and the International Wildland-Urban Interface Code. Areas classified as a Hazardous Fire Area are designated as a WUI area for purposes of this code.

The project site is located with a Very High Fire Hazard Severity Area and is therefore in a WUI. However, the project site is surrounded by urban development on all sides. The closest open space area is located approximately 350 feet south of the project site, on the other side of Highway 101, which acts as a fuel break between the project site and the undeveloped open space area. The proposed project would include both new development and redevelopment on-site and would introduce new structures and people to the WUI.

Wildfire History

Fire history represented in this section uses the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program (FRAP) database. FRAP summarizes fire perimeter data dating to the late 1800s, though it is incomplete due to the fact that it only includes fires over 10 acres in size and has incomplete perimeter data, especially for the first half of the 20th century. However, the data does provide a summary of recorded fires and can be used to show whether large fires have occurred in the project area, which indicates whether they may be possible in the future.

According to available data from the FRAP database, seventy (70) fires have burned within approximately 5 miles of the project site since the beginning of the historical fire data record (1930 was the first year recorded in the area). Recorded wildfires within 5 miles range from less than 1 acre to approximately 115,537 acres (1970 Clampitt Fire) and the average fire size is approximately 8,833 acres. The 2024 View and Rancho Fires (approximately 14 acres each) are the most recent fires to have occurred within 5 miles of the project site; before the 2024 View and Rancho Fires, the next most recent fire that occurred within 5 miles of the project site was the 2021 Country Fire which burned approximately 27 acres, and before that the 2018 Woolsey and Hill Fires. The Hill Fire was reported at 2:03 p.m. on November 8, 2018, and 21 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 4,531 acres.

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 and destroyed 1,643 structures. The Woolsey Fire quickly moved south and southwest, powered by Santa Ana winds, mainly avoiding the City. It crossed Highway 101 on November 9, 2018, 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 typically available during such a significant event were not available due to the Camp and Hill Fires co-occurring. Despite this, 250,000 people were successfully evacuated during the Woolsey Fire, and casualties were limited to three people.

The most recent significant wildfire in the region was the 2025 Palisades Fire, which burned 23,449 acres in Los Angeles County, approximately 11.3 miles southeast of the project site. There are no recorded fires that have burned on the project site; however, multiple wildfires have occurred within 300 feet of the project site, in the Conejo Ridge Open Space area located immediately south of Highway 101. VCFD has data regarding smaller fires (other fires less than 10 acres) that have occurred on-site that have not been included herein but may be accessed via their public records office. Fire history for the general vicinity of the project site is illustrated in Exhibit G, Fire History Map, in Appendix R.

Based on the FRAP data, the average interval between wildfires within approximately 5 miles of the project site is calculated to be approximately 2.47 years, with intervals ranging between 0 (multiple fires in the same year) to 13 years.[140] It is expected that wildfires could occur in available, unmaintained landscapes if weather conditions coincide, possibly every two years, with the realistic possibility of longer intervals between occurrences, as observed in fire history records, and considering the recent past and ongoing development of the region. The project site does not have any unique wildfire risk compared to other urban areas of the City.

Emergency Response and Service

Ventura County Fire Department

Thousand Oaks is within the Ventura County Fire Prevention District (District), and fire prevention and suppression services are provided by the Ventura County Fire Department (VCFD). The VCFD jurisdictional response area encompasses approximately 848 square miles, including seven cities (Ojai, Port Hueneme, Moorpark, Camarillo, Santa Paula, Simi Valley, and Thousand Oaks) and unincorporated Ventura County, with a population of approximately 840,000 people.[141] The VCFD consists of approximately 658 dedicated men and women personnel, including about 499 full-time safety (including safety Chief Officers) and 146 full-time non-safety employees who provide fire protection and emergency medical services. Battalion Three serves the Conejo Valley area from its headquarters located at 325 W. Hillcrest Drive in Thousand Oaks. The Battalion Chief commands the eight fire stations in the Conejo Valley serving the City of Thousand Oaks. The battalion headquarters are located 3 miles from the project site.

The VCFD has a goal of having a first unit on an incident scene within 8.5 minutes (with 5 minutes travel time) for suburban areas 90 percent of the time and extinguishing 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 favorable outcomes, without spreading the crews so far apart that they cannot amass together quickly during a major emergency. Most of Thousand Oaks is within two miles of a fire station, allowing the district 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, 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 District also has several 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-caused disasters. Emergency response institutions also use the same incident response system.

Response Coordination

Response levels to wildfires are based on the 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. A complete response team would include the Battalion Chief, five engines, a water tender truck, a dozer, two helicopters, and multiple hand crews. Once on the site, personnel determine the needs of the incident, and responses are adjusted accordingly.

[140] California Department of Forestry and Fire Protection. 2024. https://experience.arcgis.com/experience/b72eede32897423683a94c61bf9d3027. Accessed October 9, 2025.
[141] Ventura County Fire Department. 2025. “About the VCFD.” https://staging.vcfd.org/about-vcfd/. Accessed October 5, 2025.

In extraordinary wildfire circumstances, mutual aid and automatic aid agreements are essential 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 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. Once the Hill Fire advanced into the burn scar left by the 2013 Springs Fire, firefighters contained it, freeing additional resources to contend with the Woolsey Fire.

Evacuation Response

The VCSO is primarily responsible for issuing evacuation orders or coordinating evacuation proceedings. This is accomplished through the Office of Emergency Services (OES) in an emergency. The OES is the County body responsible for the coordination of County resources during an emergency or disaster event under the Standardized Emergency Management System (SEMS) developed by the State. SEMS is a management system that provides an organizational framework for disaster response and coordination and acts as the umbrella under which all response agencies may function in an integrated fashion. By law, State and local agencies must use SEMS to qualify for State funding for specific response-related personnel costs.

The County OES is responsible for countywide disaster planning, mitigation, response, and recovery activities. In the event of a disaster, OES is responsible for the County's Emergency Operations Center (EOC), coordination of the County's Emergency Management Team, and recovering the County's disaster response costs from the State and federal governments. The OES Manager is responsible for the day-to-day administration of the County's disaster preparedness and response program and for developing the County's Emergency Operations Plan (EOP). The EOC is a centralized location for coordinating countywide emergency response activities. The County EOC is the coordination point between the cities, special districts, and the Governor's Office of Emergency Services (Cal OES), all of which have their own EOC operating under the same SEMS protocol. The EOC serves to support field operations and liaise with all public and private disaster response agencies at all levels of government. The EOC is activated in response to major events and disasters that are beyond the scope of normal day-to-day emergencies.

The organizational framework of the SEMS is repeated at the State, County, and participating city or agency levels. This allows for efficient communications, coordination, and collaboration across agencies regardless of the nature of the event or locale. Responsible hierarchies are standardized, as are the means and methods of information gathering, dissemination, and sharing of resources. At the core of the operations of SEMS in an emergency is the Incident Command System (ICS), which guides how to organize assets to respond to an incident and processes to manage the response through its successive stages. Response assets are organized into five functional areas: Command, Operations, Planning, Logistics, and Administration/Finance. The City of Thousand Oaks has an Emergency Operations Plan (dated 2020) that delineates the City's resources, command structure, and emergency operations procedures. The City activated emergency operations on November 8, 2018, in response to the Woolsey Fire to coordinate field support to traffic control, water systems operations, debris removal, and other tasks as needed during the Hill and Woolsey Fires, as well as the operation of most shelters established within the City. The City also maintained and monitored City systems and operations during the incidents, such as the City water systems.

Evacuation Routes

The Ventura County Sheriff's Department is ultimately responsible for coordinating evacuations necessitated by an emergency. The City's Public Works Director coordinates evacuation efforts if delayed during a large disaster. The Public Works Department is also responsible for monitoring water infrastructure vulnerability and managing local evacuation shelters.

Evacuation routes are determined for each emergency based on the nature of the event and the location of evacuation shelters. Ventura County relays evacuation information to residents by telephone and, when possible, in person.

Thousand Oaks Blvd, which runs east-west adjacent to the project site and provides access to Highway 101, would provide primary emergency access. Conejo School Road, east of the project site, and the proposed West Road, on the west side of the project site, would provide secondary emergency access. Internal access to the project site is also located on Oakwood Drive in the southwest portion of the project site, Dallas Drive in the middle of the project site, and throughout the project site in an east-west fashion along the proposed Main Street.

The City's Tri-City Evacuation Plan, developed in coordination with the cities of Moorpark and Simi Valley, designates Thousand Oaks Boulevard, Erbes Road, and Hampshire Road near the project site as major roads to be used as evacuation routes. Highway 101 is identified as an evacuation exit route; refer to Exhibit H, Evacuation Routes. As part of the 2045 General Plan Update and pursuant to Assembly Bill (AB) 747, the City prepared an emergency evacuation analysis, which determined that an evacuation event in the City could result in significant congestion, resulting in delayed evacuation for residents. In the case of a large wildfire, it is possible that Highway 101 and State Route 23 could become unviable, prompting emergency traffic management and the use of alternative evacuation routes. The emergency evacuation analysis in the General Plan provides evacuation strategies that may be considered to improve future evacuation events through traffic management, communications, and accommodations for vulnerable populations. Additionally, pursuant to Senate Bill (SB) 99, the 2045 General Plan Update identified neighborhoods throughout the City that have only one exit/entry point to evacuation routes. The 2045 General Plan EIR determined that development facilitated by the General Plan would be required to comply with road width standards and would be reviewed by the VCFD to ensure that development would not interfere with evacuation routes or impede the effectiveness of evacuation plans. The General Plan EIR also determined that the City is better informed to handle evacuation due to information gathered during the General Plan Update process, pursuant to SB 99 and AB 747.

Consistent with the 2045 General Plan, an Evacuation Study was prepared for the proposed project. The Evacuation Study identified the evacuation routes that would be utilized by the proposed project and the potential impact the proposed project would have on evacuation planning and preparedness in the City. The results of the Evacuation Study are analyzed further in Section 5.17.4.

5.17.2 Regulatory Setting

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

Federal

The project site is located within Local Responsibility Area (LRA) 19 for purposes of fire protection. A LRA is an area where the local government is responsible for wildfire protection. Federal wildfire regulations do not apply to LRAs. 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 Standardized Emergency Management System (SEMS). Both systems utilize the Incident Command System (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 (OES)

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 Department of Forestry and Fire Protection (CAL FIRE)

CAL FIRE is the California Department of Forestry and Fire Protection. It is dedicated to the fire protection and stewardship of over 31 million acres of the State's wildlands. Sections 51175 – 51189 of the California Government Code define CAL FIRE's responsibility 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 as directed by California Public Resources Code, Sections 4201 - 4204, and California Government Code, Sections 51175 - 51189. FHSZs are ranked from Moderate to Very High and are designated within a Federal Responsibility Area, State Responsibility Area (SRA), or LRA, which indicates the jurisdiction as belonging to a federal agency, CAL FIRE, or local agency, respectively. The agency that performs firefighting activities can be different from the responsible agency if there is a contract agreement in place. Local agencies are responsible for designating, by ordinance, very high fire hazard severity zones (VHFHSZ) within their jurisdictions, per Sections 51178.5 and 51179 of the Government Code. The majority of the project site is within a VHFHSZ and is an LRA. A small portion along the northern boundary of the project site on the Thousand Oaks Boulevard frontage is designated as being within a High Fire Hazard Severity Zone (HFHSZ); however, pursuant to the Ventura County Fire Department's Administrative Ruling 25-800, the entire project site is considered to be within a VHFHSZ. The local firefighting agency within the City of Thousand Oaks is the Ventura County Fire Department (VCFD).

The Board of Forestry and Fire Protection

The Board of Forestry and Fire Protection (Board) is a Governor-appointed body within CAL FIRE. It is responsible for developing the State's general forest policy, determining guidance policies for CAL FIRE, and representing the State's interest in federal forestland within California. The Board is charged with developing policy to protect all wildland forest resources in California that are not under federal jurisdiction. These resources include significant commercial and non-commercial stands of timber, areas reserved for parks and recreation, woodlands, brush-range watersheds, and all private and State lands contributing to California's forest resource wealth. The Board develops and adopts the Strategic Fire Plan under the broad direction provided under Public Resources Code Sections 4114 and 4130. The 2022 Strategic Fire Plan organizes the State's vision and values regarding fire management and directs CAL FIRE's statewide planning and implementation of fire protection services, activities, and regulations. The Board is also responsible for reviewing the safety elements of cities or counties that contain VHFHSZs. The City of Thousand Oaks 2045 General Plan Safety Element was certified by the Board prior to adoption by the City Council. The Board responds with findings and recommended changes regarding policies and land use in VHFHSZs that will protect life, property, and natural resources from unreasonable risks associated with wildfires, as well as the methods and strategies for wildfire risk reduction and prevention within VHFHSZs. The County Board of Supervisors or City Council must consider the Board's recommendations and respond in writing if any recommendations are not accepted.

The Office of the State Fire Marshal

The Office of the State Fire Marshal (OSFM) is the CAL FIRE program tasked with, among other things, developing and reviewing regulations and building standards and providing training and education in fire protection methods and responsibilities. The OSFM is responsible for developing Wildland-Urban Fire Area Building Standards, approved by the California Building Standards Commission in 2005, amending the California Code of Regulations, Title 24, known as the California Building Code (CBC). The amendment added Chapter 7A to the CBC, and the requirements became active in 2008. Beginning January 1, 2026, the California Wildland-Urban Interface Code, which is Part 7 of the CBC, is replacing Chapter 7A.

California Building Code

The CBC is updated in its entirety every three years by order of the California legislature. The CBC was updated in 2025. All future permit submissions after January 1, 2026, will be required to comply with the 2025 codes. The CBC contains three chapters/parts that address fire safety:

Chapter 7, Fire and Smoke Protection Features

Chapter 7 regulates materials, systems, and assemblies used for structural fire resistance and fire-resistance-rated construction, separation of adjacent spaces to safeguard against the spread of fire and smoke within a building, and the spread of fire to or from buildings. Chapter 7 applies to all permitted structures.

Part 7, 2025 California Wildland-Urban Interface Code

The California Wildland-Urban Interface Code (CALWUI) replaces Chapter 7A of the CBC and went into effect January 1, 2026. The CALWUI adopts the 2024 International Wildland-Urban Interface Code with California amendments, and establishes minimum requirements to reduce the likelihood of life and property loss due to a wildfire through the use of performance and prescriptive requirements for construction and development in all FHSZs in SRAs and LRAs designated as VHFHSZs, and is intended to increase the ability of buildings located in any FHSZ within SRAs, or WUI areas, to resist the intrusion of flames or burning embers projected by a vegetation fire. The CALWUI is also intended to contribute to a systematic reduction in conflagration losses and reduce the likelihood of life and property loss due to wildfire. The CALWUI applies to every building or structure or any appurtenances connected or attached to such building structures throughout the State. The proposed project is subject to CALWUI requirements, and project structures would therefore be required to meet all ignition-resistant construction standards of Part 7.

Chapter 9, Fire Protection Systems

Chapter 9 is the California Fire Code (CFC), which adopts the International Fire Code with California amendments. The CFC specifies when fire protection systems are required and specifies the design, installation, and operation of those systems. It addresses requirements for buildings, facilities, storage, and processes, safe storage, and use of hazardous materials. Fire sprinkler requirements, fire flow standards, and emergency access roads standards are components of the CFC. Chapter 9 requirements are applicable throughout the State. California Public Resources Code (PRC) Section 4290 requires minimum fire safety standards for defensible space for 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 equal or exceed the minimum regulations required by the State.

California PRC Section 4291 requires a reduction of fire hazards in SRA lands around buildings adjacent to a mountainous area, forest-covered lands, brush-covered lands, grass-covered lands, or land covered in flammable material. Maintaining 100 feet of defensible space around all sides of a structure, but only within the property line, is required if State law, local ordinance, rule, or regulations are applicable to the property/structure. Further, California PRC Section 4291 requires removing 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 lands 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.

Assembly Bill 38

On October 2, 2019, Governor Newsom signed Assembly Bill (AB) 38 related to fire safety. California AB 38 established a 5-year pilot program requiring the Governor's Office of Emergency Services (Cal OES) and CAL FIRE to work together to fund a fire retrofit program to help communities and owners of homes built before 2008 building codes to harden their homes and make them more likely to survive wildfires. It also requires local agencies to conduct inspections and educate on fire-hardening improvements when real estate transactions occur within a VHFHSZ.

Regional

Ventura County Fire Code

There are several county-wide plans that guide wildfire policies and programs in Thousand Oaks. Ventura County Fire Protection District (VCFPD) Unit Strategic Fire Plan describes Ventura County's fire history, firefighting capabilities, and collaboration throughout different agencies, non-government organizations, and private entities. It also provides a reporting mechanism that tracks the implementation of projects that work to meet the VCFPD's goals and objectives. In 2023, the Ventura Regional Fire Safe Council completed the Ventura County Community Wildfire Protection Plan (CWPP), which provides regional context and the county-wide priority actions regarding community engagement and education, structural hardening, defensible space, fuels reduction, evacuation, and emergency response.

The Ventura County Fire Code (VCFC) is adopted by VCFD Ordinance 34, effective January 1, 2026, which includes the VCFC and the Ventura County WUI Code. Ordinance 34, Article 4 adopts the California Wildland-Urban Interface Code and 2024 International Wildland-Urban Interface Code with amendments. The Ordinance 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. Ordinance 34 also includes provisions for identifying Hazardous Fire Areas that require applicable Defensible Space provisions included in the VCFC and enforced by the Fire Code Official, and applicable State and local fire-resistive building standards required and enforced by the local building official. Ordinance 34 consolidates the County's approach to regulating properties within VHFHSZs. The Code also regulates water supplies necessary for fire protection and fire protection systems related to wildfire and standard construction activities or specific use permits. In addition, landscape plans are subject to review according to the provisions in the Code related to defensible space standards within VHFHSZs and local Hazardous Fire Areas. Article 4, Chapter 6 specific fire protection requirements regarding landscaping, defensible space, and fuel modification. Article 3, Appendix D establishes minimum and cumulative design and maintenance standards for emergency fire access roads within the jurisdictional boundaries of the VCFPD. The standards apply to public and private property and include road design, signage, marking requirements, and enforcement provisions. The standards are based upon those established in Section 1270 of Title 14 of the California Code of Regulations. Ordinance 34 also adopts portions of the 2024 International Fire Code and 2025 California Fire and Building Codes by reference with several modifications, and governs the building, infrastructure, and defensible space requirements detailed herein. VCFD Ordinance 34 is even more restrictive than the CBC and CFC.

Ventura County Fire Department

Firefighting services for the City of Thousand Oaks are contracted with the Ventura County Fire Department (VCFD). The VCFD created the Fire Hazard Reduction Program to coordinate fire prevention efforts within VHFHSZ areas, acknowledging that "A working partnership between property owners, their neighbors, and the Ventura County Fire Department is the best defense against disastrous fires." The Wildland Fire Action Plan is the guidance document produced by the VCFD, which provides education and direction to homeowners within VHFHSZs.

Ventura County Sheriff's Office of Emergency Services, Emergency Operations Plan

This Emergency Operations Plan (EOP) is the County's preparedness document designed to be read, understood, and exercised before an extraordinary emergency. It designates the County of Ventura as part of the California SEMS and the NIMS. It clarifies each element of the emergency management organization and its responsibilities in maintaining appropriate and current Standard Operating Procedures, resource lists, and checklists that detail how assigned responsibilities are performed to support the EOP implementation and 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. It acknowledges that protecting life and property within VHFHSZs cannot be accomplished by the fire department alone but depends on property owners maintaining defensible space properly (i.e., fuel modification requirements). The Safety Element outlines wildfire history, planning, prevention, and wildfire goals; refer to Section 3.10, Land Use and Planning, and Appendix L, General Plan Consistency Checklists, for a review of the project's consistency with the General Plan.

Citywide Infrastructure Goals for Wildfires

- **Goal CFS-1:** Develop citywide infrastructure that supports existing and future development.
    - **Policy 1.5 Resilient Infrastructure:** Plan for and develop resilient infrastructure to minimize disruptions from climate-related impacts on residences and businesses (i.e., wildfire, Public Safety Power Shutoff events, flooding).

- **Goal CFS-2:** Support access to high-quality telecommunication services.
    - **Policy 2.3 Undergrounding of utilities:** Place new and existing utilities underground to promote attractive development and reduce wildfire risk.

Wildfire Goals and Policies

- **Goal S-5:** Provide necessary prevention services to reduce loss and damage due to wildfire.
    - **Policy 5.1 Cooperation of VCFD:** Continue to support the Ventura County Fire Department (VCFD) 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 City of Thousand Oaks Road Standards and construction specifications in effect at construction time.
        - Any other standard and specific conditions required by State and County Fire Codes and VCFD 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 5.5 Science-based fuel management:** Work with VCFD, Conejo Open Space Conservation Agency (COSCA), and other agencies, as appropriate, to implement science-based fuel management programs and post-fire recovery plans that conserve wildlife habitat while protecting public safety.
- **Policy 5.6 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 VCFD 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 5.13 Local Hazard Mitigation Plan:** Follow all guidelines in the MJHMP and other applicable County, State, and Federal fire mitigation policies.
- **Policy 5.14 Ingress and egress points:** Whenever feasible, require the construction of multiple ingress and egress points for new development projects in Fire Hazard Severity Zones. For example, each neighborhood/subdivision should have at least two emergency evacuation ingress and egress points.
- **Policy 5.15 Long-term fuel reduction:** Implement the Ventura County Multi-Jurisdictional Hazard Mitigation Plan, the VCFD 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 breaks) around structures, subdivisions, 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 section 1299.01) (Fire Hazard Reduction Around Buildings and Structures Regulations) for SRAs and/or VHFHSZs.
- **Policy 5.18 Rebuild post-fire re-development:** In the event of a large fire, the City will evaluate re-development within the impacted fire zone to conform to contemporary fire safe standards and require all development to meet or exceed City and State standards.
- **Policy 5.19 Siting new development:** Prioritize all new residential development to be built outside the VHFHSZ.
- **Policy 5.20 Fire Protection Plans:** Require Fire Protection Plans for all new development in VHFHSZs.
- **Policy 5.21 Existing non-conforming development:** Minimize risks to existing development by identifying existing nonconforming development not meeting current fire safe standards, in terms of road standards and vegetative hazard; and requiring all development to meet or exceed CCR, division 1.5, chapter 7, subchapter 2, articles 1-5 requirements (SRA Fire Safe Regulations).
- **Policy 5.22 Evacuation and emergency vehicle access:** Maintain evacuation and emergency roadways and improve them as necessary and appropriate to ensure ongoing serviceability.
- **Policy 5.23 Street signage:** Require that all homes have visible street addressing and signage.
- **Policy 5.24 Evaluate water supply:** Continuously evaluate the City's capacity to adequately suppress wildfire, taking into account water supply availability, maintenance and long-term integrity of water supplies, and location of anticipated water supply, as part of the City's Water Master Plan.
- **Policy 5.25 Additional water supply:** Investigate the use of additional water sources, such as local groundwater and reclaimed water resources, to reduce reliance on imported water from the State Water Project.
- **Policy 5.26 Water storage and availability:** Coordinate with Calleguas Municipal Water District to support the provision of adequate water availability throughout the City and provision of adequate water storage to meet future peak fire demand during times of peak domestic demands.
- **Policy 5.27 Evacuation operations planning:** Continue to assess and update the City's Emergency Operations plan to improve evacuation operations and planning for the community, with a focus on areas with inadequate access/evacuation routes. This includes developing minimum standards for evacuation of residential areas in VHFHSZs.
- **Policy 5.28 Emergency service needs:** Continue to assess and update the City's Emergency Operations plan to assess current emergency service and projected emergency service needs, goals, and standards for emergency services training for City staff and volunteers.

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/Part 7 (CALWUI), and 9 (the California Fire Code) as described above. By necessity, the City's building code provisions regarding fire safety are identical to or more stringent than those found in the CBC.

City of Thousand Oaks Emergency Operations Plan

The City of Thousand Oaks adopted an Emergency Operations Plan (EOP) in 2020. The EOP provides emergency guidelines for responding to disasters. The EOP addresses the City's planned response to extraordinary emergencies associated with natural disasters, technological incidents, and national security emergencies. The EOP helps maintain the City's ability to prepare, respond, and recover from various emergency incidents. It satisfies the SEMS requirements per Title 19 of the California Code of Regulations and the National Incident Management System (NIMS). The plan establishes that the City utilizes the precepts of the ICS, SEMS, and NIMS in emergency response operations and

delineates the resources and hierarchy of command response related to the City's assets, authority, responsibilities, and organizational structure.

The EOP also directs the City to use the NIMS. NIMS was developed by the Department of Homeland Security (DHS) to ensure that all levels of government across the nation can work together effectively to manage emergency incidents. NIMS requires, for example, standard operating procedures, standardized classes, interoperable communications systems, mutual aid agreements, and interagency training exercises. The City must comply with NIMS to be eligible for federal emergency preparedness grants and emergency response relief. Emergency operations are conducted out of City Hall or another appropriate location if City Hall is damaged or inaccessible in an emergency, on an as-needed basis.

5.17.3 Impact Thresholds and Significance Criteria

CEQA Significance Criteria

During the preparation of this EIR, Appendix G of the CEQA Guidelines was used as the thresholds of significance for evaluating impacts associated with the proposed project. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan (refer to Impact Statement W-1);

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire (refer to Impact Statement W-2);

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment (refer to Impact Statement W-3); and/or

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes (refer to Impact Statement W-4).

Based on the aforementioned standards and/or criteria, the effects of the proposed project have been categorized as one of the two following levels of significance: 1) "less than significant impact"; or 2) "significant and unavoidable impact." If a potentially significant impact cannot be reduced to a less than significant level through the incorporation of mitigation measures, the impact is classified as a significant and unavoidable impact for the purposes of CEQA.

5.17.4 Impacts and Mitigation Measures

The proposed project involves two components: (1) development of two mixed-use buildings, a hotel, a park, a restaurant, associated infrastructure, hardscape, landscaping, and site improvements (herein referenced as the "development component"), and (2) development of a bandshell and associated amphitheatre, the adaptive reuse of the existing Civic Arts Plaza, and the temporary relocation of City staff and in-person public services associated with the existing City Hall to off-site location(s) within existing permitted office space within City boundaries (herein referenced as the "adaptive reuse, outdoor amphitheatre, and temporary relocation components"). An evaluation of the CEQA thresholds follows.

Emergency Response/Evacuation Plan Consistency

Impact W-1	**The proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan.**

Impact Analysis

Project-Level Analysis

Emergency Services

Response Times

The proposed development component would accommodate the construction of two new mixed-use buildings with a total of 240 residential units, a 142-room hotel, 340 new on-site parking spaces, in addition to the existing 760 parking spaces, and approximately 80,546 square feet of commercial uses. Service level requirements can cause a decline in the response times and capabilities for nearby uses. The following uses would increase the on-site population compared to the existing conditions analyzed in the General Plan EIR: employees associated with commercial and office uses at Buildings B1, E1, E2, and E3, residential uses associated with Buildings E2 and E3, and hotel guests associated with Building E1. For the purposes of this analysis, the average daily on-site population upon complete buildout of the development component of the proposed project is conservatively estimated to be approximately 1,062 people. This number is based on the assumptions in Table 5.17-1, Development Component Population Increase Assumptions.

Table 5.17-1
Development Component Population Increase Assumptions

Development Type	Additional Population	Population Increase Justification
RESIDENTIAL		
Building E2, Residential Component	443	The additional population is calculated based on the estimated number of people per household as provided by the City of Thousand Oaks Housing Element (2.75) multiplied by the number of units anticipated to be built. Building E2 would include 161 units (161 x 2.75 = 443).
Building E3, Residential Component	217	The additional population is calculated based on the estimated number of people per household as provided by the City of Thousand Oaks Housing Element (2.75) multiplied by the number of units anticipated to be built. Building E3 would include 79 units (79 x 2.75 = 217).
Residential Total	**660**	
EMPLOYEES		
Building B1, Restaurant	16	The additional population is based on Table II-A, Derivation of Square Feet per Employee Based on Median Employees per Acre and Median FAR, Other Retail/Svc. Land use, of the Employment Density Study Summary Report, dated October 31, 2001, prepared for the Southern California Association of Governments, prepared by The Natelson Company, Inc. Building B1 would have 6,725 square feet of commercial space. The median employment density for this use type is 412 square feet per employee.[142] (6,725/412 = 16)
Building E1, Hotel	68	The additional population is based on Table II-A, Derivation of Square Feet per Employee Based on Median Employees per Acre and Median FAR for the Five Counties (SCAG) region, Hotel/Motel Land use.[16] The hotel use would have 122,873 square feet of space, including the ground floor restaurant, rooftop bar, banquet/meeting space, and hotel administration. The median employment density for this use type is 1,804 square feet per employee. (122,873/1,804 = 68)

[142] The Natelson Company, Inc. Southern California Association of Governments. *Employment Density Study Summary Report.* 2001. PDF. Accessed December 02, 2025.

Development Type	Additional Population	Population Increase Justification
Building E2, Commercial Component	22	The additional population is based on Table II-A, Derivation of Square Feet per Employee Based on Median Employees per Acre and Median FAR for Ventura County, Other Retail/Svc. Land use.[16] The commercial component use would have approximately 8,866 square feet of retail space. The median employment density for this use type is 412 square feet per employee. (8,866/412 = 22)
Building E3, Commercial Component	46	The additional population is based on Table 11A, Derivation of Square Feet per Employee Based on Median Employees per Acre and Median FAR for Ventura County, Other Retail/Svc. Land use.[16] The commercial component use would have approximately 19,048 square feet of retail space. The median employment density for this use type is 412 square feet per employee. (19,048/412 = 46)
Employees Total	**152**	
HOTEL GUESTS		
Building E1	250	Room Type: Single = 144 — Justification: The CBC categorizes hotel uses under Residential Group R-1. Residential R-1 uses are required to have an occupancy level of minimum 200 square feet per 1 person. The largest proposed square footage for the single rooms is 316 square feet, therefore the single rooms could have an average occupancy of 1.58 persons (316/200 = 1.58). Ninety-one single rooms are proposed, therefore 144 hotel guests are expected for this room type at full occupancy (91 x 1.58 = 144). Room Type: Double = 82 — Justification: The CBC categorizes hotel uses under Residential Group R-1. Residential R-1 uses are required to have an occupancy level of minimum 200 square feet per 1 person. The largest proposed square footage for the double rooms is 364 square feet, therefore the double rooms could have an average occupancy of 1.82 persons (364/200 = 1.82). Forty-five double rooms are proposed, therefore 82 hotel guests are expected for this room type at full occupancy (45 x 1.82 = 82). Room Type: Suite = 24 — Justification: The CBC categorizes hotel uses under Residential Group R-1. Residential R-1 uses are required to have an occupancy level of minimum 200 square feet per 1 person. The largest proposed square footage for the suites is 811 square feet, therefore the suites could have an average occupancy of 4 persons (811/200 = 4.06). Six suites are proposed, therefore 24 hotel guests are expected for this room type at full occupancy (6 x 4 = 24).
Hotel Guests Total	**250**	
POPULATION INCREASE TOTAL	**1,062**	

The above estimates are conservative and provide a higher average daily on-site population than is anticipated for the project site, as these estimates assume that every hotel room would be fully occupied at the same time. The following proposed uses would introduce a new employee population to the project site that is anticipated to consist of existing residents of Thousand Oaks who are already part of the VCFD's response area: restaurant, and commercial and office

uses associated with the mixed-use buildings, and hotel. It is assumed that the majority of the population associated with the new residential and hotel guest uses would be new to the VCFD's response area.

Using the conservative estimate of 1,062 people, the proposed project is projected by call volume analysis (using VCFD per capita call generation factor of 0.058/year or 58 calls per 1,000 persons per year) to add approximately 62 calls per year to the VCFD's existing call load. This call volume (approximately 1.19 calls per week) is not considered enough of an increase to require additional resources.

The VCFD currently operates 33 Fire Stations, three of which are analyzed herein due to their proximity to the proposed project site and ability to respond to an incident at the Downtown project site (Stations 30, 31 and 37), although primary response would be from Station 31, with Stations 30 and 37 responding shortly thereafter if needed. Station 31 is located at 151 N. Duesenberg Drive, Thousand Oaks, California, approximately 4,620 feet east of the project site. The station is staffed daily by five full-time firefighters, houses Medic/Engine 31, and is joined by Rescue 31 to form a Medic/Rescue/Engine combination providing support company services to the eastern Conejo Valley.

Table 5.17-2 presents a summary of the three closest VCFD Station locations, the fire apparatus equipment at each station, station staffing levels, maximum travel distances, and estimated time travel for the three closest VCFD stations that have the ability to respond to a fire or medical emergency at the project site. Travel distances are derived from Google road data while travel times are calculated applying the nationally recognized RAND Corporation formula used by the Insurance Services Office (ISO) Public Protection Classification Program's Response Time Standard: (T=0.65 + 1.7D), where T=time and D=distance). The ISO response travel time formula discounts speed for intersections, vehicle deceleration and acceleration, and does not include turnout donning time. Automatic and/or Mutual Aid agreements with surrounding fire departments are in place and would potentially result in additional resources that are not calculated herein.

Table 5.17-2
VCFD Closest Responding Fire Stations Summary

Station No.	Location	Equipment	Staffing	Maximum Travel Distance* (miles)	Travel Time**
31	151 N. Duesenberg Drive, Thousand Oaks, CA	-Medic/Engine (Medic/Engine 31) -Rescue Engine (Rescue 31)	On Duty: 5	1.4	3 minutes
30	325 W. Hillcrest Drive, Thousand Oaks, CA	-(1) Engine Company (Engine 30) -(1) Command Vehicle (Battalion 3) -(1) squad truck (Squad 30) -(1) Brush Engine (Brush Engine 330)	On Duty: 3 Battalion, 1 Chief Officer	3.0	5 minutes 45 seconds
37	2010 Upper Ranch Road, Thousand Oaks, CA	-(1) Engine Company (Engine 37) -(1) Light and Air Engine (Light and Air 37) -(1) Utility Truck (Utility 37)	On Duty: 3	4.1	7 minutes 36 seconds

Based on the proposed project site location in relation to existing VCFD stations, travel time to the project site for the first responding engine from Station 31 is approximately 3 minutes to the front entrance/drop-off area of the facility. Secondary response would arrive in approximately 5 minutes and 45 seconds. Based on these calculations, emergencies within the project can be responded to by VCFD's first arriving unit (average maximum initial response of no more than 8 minutes 30 seconds for fire apparatus and 5 minutes for ambulance, 90 percent of calls) in accordance with the County's standard.

In addition, there are automatic aid agreements and dropped boundary agreements on first alarm or greater emergency calls with surrounding communities, ensuring that the closest unit will be dispatched, regardless of jurisdictional boundaries. The VCFD is also part of the State of California Master Mutual Aid Agreements.

Emergency Service Level

The VCFD responded to a total of 55,322 annual calls in 2024, and Ventura County's population is approximately 840,000. The per capita call volume is roughly 0.066 for the County of Ventura. Based on the proposed development plans, the development component's estimated 1,062 maximum persons would generate roughly 62 calls per year, of which most, if not all, are expected to be medical-related calls, consistent with typical emergency call statistics. Service level requirements are not expected to be significantly impacted with the increase of approximately 62 calls per year or 0.17 calls per day for a station (VCFD Station 31) that currently responds to roughly 5.5 calls per day (2,004 calls in 2024)[143] in its primary service area. Therefore, the development component is not expected to cause a decline in the VCFD's emergency response times. Additional response, rounding out the effective firefighting force (the manpower needed to effectively fight a structure fire and/or respond to a serious medical emergency) would be provided by Stations 30 and 37.

Fire Safety Requirements

The Ventura County Fire Protection District's (VCFPD) Fire Ordinance Number 34 (adopting portions of the 2024 International Fire Code and the 2025 California Fire and Building Codes, adopted by reference with several modifications) governs the building, infrastructure, and defensible space requirements detailed in this section. The project would meet or exceed applicable codes. While these standards would provide a high level of protection to the proposed Downtown project, there is no guarantee that compliance with these standards would prevent damage or destruction of a structure by fire in all cases.

The following summaries highlight important fire protection features. Prior to bringing combustible materials onto the project site, all underground utilities shall be in place, fire hydrants operational, water mains, curbs, gutters, and sidewalks would be installed (in accordance with each project phase), the roadway surfaces shall be approved, and fuel modification zones would be subject to approval as well. It is noted that the VCFD has reviewed the proposed plans and determined that the preliminary plans conform with all applicable requirements. The Applicant will be required to submit final project plans for review and approval prior to the issuance of any building permits for any new structure, in order to receive the required Fire Protection Permit for the project. Receipt of the Fire Protection Permit would ensure that the proposed project is compliant with the below fire protection features.

Fire Apparatus Access

Primary Access Driveways

The proposed project would result in the development of site access via a new West Road, a new Main Street, the reconfiguration of Dallas Drive, and improvements to Oakwood Drive, and parking areas. The project would generate new trips to and from the project site. Site access, including road widths and connectivity, would be required to comply with the County's Fire Apparatus Access Requirements, included in Ordinance 34, Article 3, Appendix D. Additionally, an adequate water supply and an approved temporary all-weather fire access road shall be installed prior to bringing any combustibles on-site. The project site driveways would include the following:

- The project site would be accessible from public roadways, and access into the project site would be provided via three entrances, with primary access off of Thousand Oaks Boulevard and Dallas Drive. Secondary access would be off of West Road and Conejo School Road. Internal site access would be provided by Dallas Drive and the proposed Main Street. Only West Main Street would be accessible to vehicles; however, both East and West Main Street would be accessible to emergency access vehicles.

[143] Data derived from VCFD's 2024 annual report snapshot which states that there were 16,031 calls within the Battalion 3 service area. There are 8 stations within Battalion 3 service area.

- The existing perimeter roads comply with all fire apparatus access road standards. Dallas Drive, West Main Street, West Road, and Oakwood Drive would be used for internal circulation and traffic flow throughout the project site. Fire department access would also include the pedestrian promenade on East Main Street and the southeastern site access off of Conejo School Road. Two internal access driveways would be included, including the existing service driveway that connects Conejo School Road to the rear loading area behind the Kavli Threatre in the southeast portion of the project site, and a proposed driveway extension from the proposed roundabout on Oakwood Drive that would establish access to the existing parking garage from the west side of the project site.
- All portions of the project area would be accessible to firefighting apparatus. All internal driveway areas designed for two-way traffic are required to have an unobstructed width of not less than 24 feet. Fire access roadways designed to allow parking must provide a minimum clear width of not less than 32 feet for parking on one side and a clear width of not less than 36 feet for parking on both sides. The access roads must be designed for the weight load requirements of the California Vehicle Code, City Road Standards, or 75,000 pounds, whichever is more restrictive. The proposed driveway widths are detailed below. All proposed driveways comply with the driveway/roadway width requirements.
    - Oakwood Drive Roundabout Extension: two 12-foot-wide travel lanes, with total width varying from 24 to 28 feet; no parking proposed; connects to the only proposed emergency vehicle turnaround located adjacent to the loading dock of the Scherr Forum in the south-central area of the project site
    - Existing Driveway from Conejo School Road to loading area for Kavli Theatre: two travel lanes, approximately 24 feet in width; no parking proposed; no changes proposed
- Vertical clearance of vegetation (lowest-hanging tree limbs), along the driveways throughout the development must be maintained at clearances of 13 feet, 6 inches to allow fire engines passage. Unobstructed vertical clearance must be clear to the sky to allow aerial ladder truck operation.
    - Along the Oakwood Drive Extension Driveway, the project proposes to retain 15 existing oak trees, plant two new oak trees, and plant seven new street trees. No changes are proposed to the existing vegetation located along the service driveway off of Conejo School Road. The City would be required to maintain the required vertical clearance for all trees located on-site.
- Roads with a median or center divider must have a minimum 20 feet unobstructed width on both sides of the center median or divider (**DOES NOT APPLY**). Maximum road grade must not exceed 10 percent.
    - The maximum road grade of the proposed Oakwood Drive extension would be 6.8 percent. No changes are proposed to the service driveway off of Conejo School Road.
- Fire apparatus turnaround/turnout locations must meet requirements and VCFD Standards.
    - The project proposes to retain the existing emergency vehicle turnaround located at the loading area for the Scherr Forum; refer to Exhibit I, Vehicular Access Plan, in Appendix R.
- Roadways and/or driveways must provide fire department access to within 250 feet of all portions of the exterior walls of the first floor of every structure.
    - Based on the location and configuration of Dallas Drive, West Road, Oakwood Drive, Main Street, and the two internal driveways, the proposed project would comply with this requirement.
- Roadway design features (e.g., speed bumps, humps, speed control dips, planters, and fountains) that could interfere with emergency apparatus response speeds and required unobstructed access road widths must not be installed or allowed to remain on roadways. Traffic Calming features may be allowed following review and approval by the fire code official.

Road Width and Circulation

On-site roadways shall be constructed to current Ventura County Fire Apparatus Access Requirements (Ordinance 34, Article 3, Appendix D) and the 2025 CFC, including the following: all fire access roadways designed for one-way traffic shall have an unobstructed width of not less than 20 feet; all access roadways designed for two-way traffic shall have

an unobstructed width of not less than 24 feet. Fire access roadways designed to allow parking shall provide a minimum clear width of not less than 32 feet for parking on one side and a clear width of not less than 36 feet for parking on both sides. The proposed roadways include the following characteristics and would meet or exceed applicable codes:

- Dallas Drive: two 14-foot-wide travel lanes in each direction, with a total length of 165 feet; connects to Main Street via a turnaround and shared drop-off area; no parking proposed
- East Main Street: pedestrian-only promenade and 24-foot-wide emergency vehicle access way; no parking proposed
- West Main Street: two 12-foot-wide travel lanes with 9-foot-wide parallel parking spaces on either side; total width of 42 feet
- West Road: three 11-foot-wide travel lanes, two heading south, and one heading north, and 9-foot-wide parallel parking on both sides; total width of 51 feet
- Oakwood Drive (extension): driveway with two 12-foot-wide travel lanes connecting from the existing parking garage entry to a formal roundabout at the location of the existing cul-de-sac in the southwest corner of the project site; no parking proposed

Horizontal turning radius shall be determined by public road standards based upon width and speed, and no road shall have a centerline horizontal radius of less than 40 feet. Fire apparatus access roads serving commercial occupancies shall have a structural cross-section and surface complying with the public road standards for the jurisdiction in which the project is located, and grades shall not exceed 10 percent. The maximum proposed grades for project roadways include the following:

- Dallas Drive: 1.4 percent
- East Main Street: 2.3 percent
- West Main Street: 0.7 percent
- West Road: 7.5 percent
- Oakwood Drive: 6.8 percent

Aerial fire apparatus access shall be required when the vertical distance between the ground and the highest roof surface exceeds 30 feet. One aerial fire apparatus access road shall be provided per 50,000 square feet of building area. Aerial fire apparatus access roads shall have a minimum unobstructed width of 30 feet, exclusive of shoulders, and a minimum of one required aerial apparatus access road shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, or as approved by Ventura County Fire Department. The proposed structures would have the following maximum heights and roadway access:

- Building B1 (restaurant): maximum height of 33 feet 8 inches; 6,275 square feet; aerial fire apparatus access provided by Thousand Oaks Boulevard, which has a total width of greater than 30 feet
- Building C2 (existing parking garage): no changes proposed; maximum height of approximately 65 feet; aerial fire apparatus access provided by Oakwood Drive roundabout and extension, and existing emergency vehicle turnaround located south of the Scherr Forum
- Building E1 (Hotel): maximum height of 92 feet, 122,873 square feet; aerial fire apparatus access provided by the Dallas Drive turnaround, West Main Street, and the Oakwood Drive extension driveway
- Building E2 (Mixed-Use): maximum height of 92.5 feet; 257,034 square feet; aerial fire apparatus access provided by West Main Street, the Oakwood Drive extension driveway, and West Road

- Building E3 (Mixed-Use): maximum height of 63 feet; 108,386 square feet; aerial fire apparatus access provided by West Main Street, West Road, Thousand Oaks Boulevard, Dallas Drive, the Dallas Drive turnaround, and East Main Street

Furthermore, automatic interior fire sprinklers would be installed throughout all project buildings and ancillary structures in accordance with National Fire Protection Association (NFPA) 13, Standard for the Installation of Sprinkler Systems. All portions of the exterior walls of each proposed structure, at grade level, allow for 250 feet of access from a road. Class I standpipes would be provided for each building where the highest occupiable floor level exceeds 30 feet above grade. Standpipes would be located in each enclosed exit stairwell at all main stair landings, including the roof level. Exterior standpipe connections may be provided where the distance from exterior walls exceeds 250 feet from a fire access road or where specifically requested by the VCFD.

Additionally, the project proposes to plant 60 street trees and 23 site trees, the majority of which would be planted along the Thousand Oaks Boulevard frontage, Dallas Drive, and both sides of Main Street. Eleven (11) oak trees are proposed to be planted throughout the project site, approximately two of which would be located along West Road, two along Oakwood Drive, and three along Main Street. Approximately 21 existing landmark oak and sycamore trees are located on-site in the approximate locations of the proposed Oakwood Drive and East Main Street and would be retained on-site. The City would be required to maintain the required vertical clearance for all trees located on-site.

Gates

No gates are currently proposed.

Driveways

All driveway grades shall be 10 percent or less with surfacing and sub-base consistent with VCFD requirements.

- The maximum road grade of the proposed Oakwood Drive driveway extension would be 6.8 percent. No changes are proposed to the service driveway off of Conejo School Road.

Premises Identification

Identification of roads and structures must comply with VCFD Standard 502, Chapters 5, 6, and 7 and CFC, Section 505.1. This standard provides the general requirements for property identification within the jurisdiction of VCFD/VCFPD. This standard shall be used in conjunction with the specific conditions contained in the current adopted edition of the Ventura County Fire Code, the current adopted edition of the CBC, and any other applicable standards, as follows:

1. Commercial and apartment buildings shall have address numbers installed to meet the following requirements:
    a. The minimum height of the numbers shall be 10-inches.
    b. The minimum width of each number shall be 5-inches.
    c. The minimum stroke width of each number shall be 1-inch
2. Where buildings are set back from the street, larger numbers may be required as determined by the Fire District. To calculate the required width and stroke width of each number, the following shall apply: width = 1/2 of the required height and stroke width = 1/10 of the required height.
3. For apartment units and commercial suites, each individual unit/suite shall have its address/unit/suite number(s) above or adjacent to the entrance door. Multi-unit buildings with rear doors shall also provide suite numbers above or adjacent to each rear door. If the suite door is normally closed, the suite numbers may be placed on the door. Numbers shall meet the requirements of Sections 3.6 and 4.1 of Standard 502.
4. Complexes with multiple buildings may be required to provide address range posted at driveway entrances, directories, premises maps and directional signs at locations approved by the Fire District. When required, the requirements of Chapter 7 of Standard 502 shall be met.

Specific premises identification details and premises maps are not designed at this time, however, future signage and maps would be subject to approval by the VCFD. Final approval would be granted by the City of Thousand Oaks Community Development Department. Approved street or road signs and address numbers shall be installed prior to occupancy of any new building and prior to construction when required by the VCFD.

Ignition-Resistant Construction

The new structures would be constructed to Building Code standards. The proposed buildings would comply with the enhanced ignition-resistant construction standards of the 2025 CBC (Part 7 CALWUI). These requirements address roofs, eaves, exterior walls, vents, appendages, windows, and doors, and result in hardened structures that have been proven to perform at high levels (resist ignition) during the typically short duration of exposure to the flaming-front of burning vegetation from wildfires.

While these standards would provide a high level of protection to structures in this development, there is no guarantee that compliance with these standards would prevent damage or destruction of structures by fire in all cases.

There are two primary concerns for structure ignition: 1) radiant and/or convective heat and 2) burning embers. Burning embers have been a focus of building code updates for at least the last decade, and new structures in the WUI built to these codes have proven to be very ignition-resistant. Likewise, radiant and convective heat impacts on structures have been minimized through the Part 7 CALWUI exterior fire ratings for walls, windows, and doors. As such, most of the primary components of the layered fire protection system provided by the project are required by the VCFD but are worth listing because they have been proven effective for minimizing structural vulnerability to wildfire and, with the inclusion of the required NFPA 13 automatic interior fire sprinkler systems to extinguish interior fires, further minimize vulnerability should embers succeed in entering a structure.

Even though these measures are now required by the latest Building and Fire Codes, at one time, they were used as mitigation measures for buildings in WUI areas, because they were known to reduce structure vulnerability to wildfire. These measures performed so well that they were adopted into the Code. The following project features are required for new development in VHFHSZs and form the basis of the system of protection necessary to minimize structural ignitions as well as providing adequate access for emergency responders:

1. The Part 7 CALWUI Special Building Construction Regulations (CBC) chapter details the ignition-resistant requirements for the following key components of building safety in WUI and fire hazard severity zones:
    a. Roofing Assemblies
    b. Enclosed Eaves
    c. Gutters and Downspouts
    d. Exterior Walls
    e. Underfloor Enclosures
    f. Projections
    g. Exterior Glazing
    h. Exterior Doors
    i. Vents
    j. Accessory Buildings and Miscellaneous Structures
2. New class-A fire-rated roof and associated assembly. With the proposed class-A fire-rated roof, areas where there would be attic or void spaces requiring ventilation to the outside environment, the attic spaces would require either ember-resistant roof vents or a minimum 1/16-inch mesh (smaller sizes restrict air flow) and shall not exceed 1/8-inch mesh for side ventilation (recommend BrandGuard, O'Hagin or similar vents). All vents used for this project would be approved by the VCFD.
3. Per Part 7 CALWUI of the CBC, exterior windows, window walls and glazed doors, windows within exterior doors, and skylights shall be constructed of any of the following: multilayered glazed panels with at least one

pane of tempered glass complying with Section 2406 of the CBC; glass block; glazing with a fire protection rating of not less than 20 minutes when tested according to NFPA 257 or UL 9, and shall be exempt from the hose stream test; or glazing meeting the performance requirements of SFM Standard 12-7A-2.

4. Automatic, Interior Fire Sprinkler System to code by occupancy type.
5. Modern infrastructure and water delivery system.

All proposed buildings on the project site would be designed and constructed in accordance with VCFD guidelines and the new California Wildland-Urban Interface Code. Fire-resistant and noncombustible materials would be used for all exterior walls, projections, and roof coverings. The hotel and restaurant buildings would be constructed of noncombustible materials. The construction type of the podium-style residential buildings would utilize materials consistent with Type IIIB construction in lieu of Type VB construction to provide an additional level of safety to those buildings and occupants.

Fire Protection Systems

Water Supply

Water service for the proposed project site would be provided by the City of Thousand Oaks with a new City of Thousand Oaks water system that consists of pipes connecting to the existing 10-inch water pipe in Thousand Oaks Boulevard, the existing 8-inch water pipe at the Oakwood Drive cul-de-sac, and the existing 12-inch water pipe along the east side of the property. The proposed water system would serve Building E1 (the hotel), Building E2, Building B1 (bandshell), and would also reconnect fire water service to Building C3 (the existing parking garage). Buildings C2 and E3 would be served directly from the 10-inch water main in Thousand Oaks Boulevard. Buildings C1 and C2 would continue to be served by their existing water connection at the southeast service dock and connect directly to the water pipe in South Conejo School Road. The water system would be consistent with VCFD requirements. The required fire flow for a fire hydrant is based on building size (square feet), use/occupancy type, and type of construction. One of the existing fire hydrants located along the northern frontage of the project site on East Thousand Oaks Boulevard was calculated at 3,000 gallons per minute (gpm) fire flow for a minimum duration of two hours at 20 pounds per square inch (psi) residual pressure.[144] However, an updated fire-flow verification (Form 625) from the water purveyor will be required to be approved by the VCFD prior to the issuance of building permits.

Fire Hydrants

The project proposes to use five existing fire hydrants, three located along Thousand Oaks Boulevard, one located at the existing loading/service area for the Kavli Theatre, and one located east of Lakes Drive. The project also proposes the installation of nine additional fire hydrants, including two on Oakwood Drive, two on West Road, four on Main Street, and one on Thousand Oaks Boulevard. All new fire hydrants would be located adjacent to new or existing structures and along the fire access roadways. Final location of the on-site fire hydrants would be determined by the VCFD and current fire code requirements to meet operational needs. Fire hydrants would be consistent with applicable Design Standards, including Standard 14.5.3.

Automatic Fire Sprinkler System

All proposed project buildings would be protected by automatic, internal fire sprinkler systems. The fire sprinkler systems shall be in accordance with VCFD standards, and NFPA Standards for occupancy type, specifically NFPA 13 standards. Fire Sprinkler Plans shall be submitted and reviewed by the VCFD for compliance with the applicable fire and life safety regulations, codes, and ordinances, as well as the VCFD Fire Prevention Standards and Guidelines for fire protection systems. Fire pumps would be provided for taller buildings on-site, depending on the available water pressure and flow on-site.

[144] Ventura County Fire Department. Fire Prevention Form 625 Fire-Flow Verification. November 7, 2025.

Ongoing Infrastructure Maintenance

The City shall be responsible for long-term funding and maintenance of the Downtown area's internal driveway areas and roadways, and the fuel modification zones (FMZs), fire protection systems, and interior fire sprinkler systems of Buildings B1, B2, C1, and C2. The property owner/property management companies associated with Buildings E1, E2, and E3 shall be responsible for long-term funding and maintenance of their respective fire protection systems and interior fire sprinkler systems.

Pre-Construction Requirements

Prior to bringing lumber or combustible materials onto the project site, project site improvements within the active development area shall be in place, including utilities, operable fire hydrants, an approved roadway surface, and established fuel modification zones. These features must be approved by the VCFD prior to combustibles being brought on-site and prior to vertical construction.

Defensible Space and Vegetation Management

An important component of a fire protection system for this project is the provision of ignition-resistant landscapes. Fuel modification zones (FMZs) are designed to provide vegetation buffers that gradually reduce fire intensity and flame lengths from advancing fire by strategically placing thinning zones, restricted vegetation zones, and irrigated zones adjacent to each other on the perimeter of the WUI-exposed structures, or new buildings located in a VHFHSZ. FMZs are arguably more important when situated adjacent to older structures that were built prior to the latest ignition-resistant codes and interior sprinkler requirements. The proposed project structures would be highly ignition-resistant based on the required construction design, materials, and methods.

Upon implementation, the proposed project would include landscaped, vegetated open space areas in the northeastern portion of the project site. The project site is located in an urban area, so there is no naturally vegetated open space located within the vicinity of the project site. The project site is adjacent to existing roadways to the north, south, and west, existing residential and commercial uses to the west and north, and an existing commercial use with planned multi-family residential development to the east.

VCFD Fuel Modification Zone Standards

An FMZ is a strip of land where combustible vegetation has been removed and/or modified and partially or totally replaced with more adequately spaced, drought-tolerant, fire-resistant plants in order to provide a reasonable level of protection to structures from wildland fire. The purpose of this section is to document VCFD's standards (Standards 515 and 517) and make them available for reference. The VCFD is consistent with the 2025 California Fire Code (Section 4907 — Defensible Space)[145], Government Code 51175 – 51189, and Public Resources Code 4291, which require that fuel modification zones be provided around every building that is designed primarily for human habitation or use within a VHFHSZ. Fuel modification consists of at least 100 feet, measured in a horizontal plane, from the exterior façade of all structures toward the undeveloped areas.

A typical landscape/fuel modification installation per the County's Fire Code consists of a five-foot Zone 0 (0 to 5 feet around a structure), a 25-foot-wide Zone 1A (5 to 30 feet from a structure), and a 70-foot-wide Zone 2 (30 to 100 feet from a structure) for a total of 100 feet in width. An additional up to 100 feet of thinning zone (Zone 3) is required for the areas adjacent to natural-vegetated, open space areas (not applicable to the proposed project). Per the VCFD, the full 100-foot defensible space zone from project buildings is required by the VCFPD Ordinance 34. Any portion off-site would be the responsibility of the affected property owner.

To ensure long-term identification and maintenance, a fuel modification area shall be identified by a permanent zone marker meeting the approval of VCFD. All markers shall be located along the perimeter of the fuel modification area at

[145] The CFC was updated in 2025 and went into effect January 1, 2026. VCFD Ordinance 34 went into effect January 1, 2026.

a minimum of 500 feet apart or at any direction change of the fuel modification zone boundary. FMZs would be maintained on at least an annual basis or more often as needed to maintain the fuel modification buffer function.

- **Zone 0 Non-Combustible Zone**: Zone 0 reduces the likelihood of structure ignition by reducing the potential for direct ignition of the structure from flame contact, by embers that accumulate at the base of a wall, and/or indirect ignitions when embers ignite vegetation, vegetation debris, or other combustible materials located close to the structure that result in either a radiant heat and/or a direct flame contact exposure to the structure. Zone 0 is the horizontal area within the first five feet around the structure and stairs. Zone 0 is measured from the edge of a structure and floor projections above grade. The zone also includes the area under attached projections and stair landings. The requirements and allowable items in the "lean" or no planting Zone 0 include the following:
    - Ground cover not exceeding three inches in height.
    - Non-woody small herbaceous or succulent plants not exceeding two (2) feet high. Plants shall be spaced a minimum of two-times the height from other plants.
    - Plants shall have a minimum clearance of two-times the plant height below and adjacent to windows or other openings into the structure, including vents.
    - All ground cover and plants shall be set back from structures and decks one-time the height of the plant or 12 inches, whichever is greater.
    - Vines and climbing plants are not allowed on structures, including decks, patio/shade structures, and any fences within 5 feet of a building.
    - No combustible landscape mulch or wood chips. Use clear soil, rocks, gravel, or concrete.
    - No trees. See Section 3.2.2a of VCFD Standard 515 regarding tree canopy setback from structures.
    - Firewood is prohibited in Zone 0.
    - Vegetation is prohibited underneath any deck.
    - Other fuels underneath decks may be limited and shall not cause an ignition due to embers.
        - Vegetation on decks shall meet the requirements of this zone regardless of the distance to the structure.
- **Zone 1**: Zone 1 reduces the likelihood of fire burning directly to the structure. This is accomplished by modifying fuels and creating a discontinuity between planting groups that limits the pathways for fire to burn to the structure and reduces the potential for near-to-building ember generation and radiant heat exposures. An additional purpose of this zone is to provide a defendable area for fire personnel to stage and take direct action. Zone 1 is an area within 5 to 30 feet of the structure with slopes not greater than 20 percent; 5 to 50 feet from buildings and decks when slopes are greater than 20 percent. The requirements and allowable items in a minimal planting and very limited trees of a fire-resistive type Zone 1 include the following:
    - Trees shall be spaced to allow a minimum 10-feet of clearance next to a structure.
    - Firewood shall be relocated outside Zone 1 unless completely covered in a secured, fire-resistant enclosure or covered with a secured, fire-resistant material, and not exceeding 1,000-cubic feet.
        - Plants and trees identified as "Target" (undesirable plants) by VCFD shall not be planted within Zone 1. See Appendix E – VCFD's Plant Reference Guide and Appendix F – VCFD Prohibited Plant List.
- **Zone 2**: Zone 2 is designed to reduce the potential behavior of an oncoming fire in such a way as to drop an approaching fire from the crown of trees to the ground, reducing the flame heights, and the potential for ember generation and radiant heat exposure to structures. Additional benefits of Zone 2 include facilitating direct defense actions and improving the function of Zones 0 and 1. Zone 2 is the area from the outer edge of Zone 1 to 100 feet from a structure. See Table 3, VCFD FMZ Spacing Requirements of VCFD Standard 515.

- **Zone 3**: Zone 3 is considered to be a thinning zone and is any FMZ greater than 100 feet from a structure. When provided, either by condition of development, voluntary by the property owner, or required by the Fire Department, this zone is more of a progressive thinning zone to lessen spread of fire as it approaches the primary FMZ adjacent to structures. The amount of fuel reduction and removal should take into consideration the type and density of fuels, aspect, topography, weather patterns, and fire history.

Defensible Space and VMZ Requirements

The VCFD provides FMZ height, area, and spacing requirements for various vegetation types in Standard 515. The FMZ characteristics of each proposed building are detailed below:

- **Building B1** (restaurant): Proposed landscaping within Zone 0 includes vegetation in planters on the outdoor staircase and deck of the building, and around the ground-floor outdoor dining areas. The canopy of one existing Coast Live Oak located within Zone 1 would extend into Zone 0. No in-ground vegetation is proposed in Zone 0, and all landscaping would be required to comply with VCFD Standard 515. Within Zone 1, the project proposes approximately seven site trees that would be fire resistant species not included in VCFD Guideline 410, Prohibited Plant List. Two existing Coast Live Oaks would be protected within Zone 1. Two planters with ground cover/shrubs would extend into Zone 1 from Zone 2. Within Zone 2, a park area and open space are proposed. Approximately six existing oaks would be protected within Zone 2. The project proposes approximately five site trees, eight planters with groundcover/shrubs, and natural turf within Zone 2. A variety of shrubs would be planted throughout the park and open space areas. All associated landscaping would be required to be maintained in compliance with VCFD requirements. The City would be required to maintain tree canopy height and width consistent with VCFD requirements. Both existing and proposed oak trees would be located within Zone 1 of Building B1.
- **Building C2** (existing parking garage): Approximately 41 existing protected trees located within Zones 1 and 2 of Building C2 are proposed to be removed. Approximately ten existing protected oak trees located within Zones 1 and 2 of Building C2 are proposed to be relocated outside of any structures' fuel modification zones in the undeveloped area at the southeast corner of the project site adjacent to Conejo School Road. No changes are proposed to the existing vegetation located south of the parking structure between the structure and Highway 101. No landscaping is proposed within Zone 0. Approximately five existing protected trees are proposed to be retained within Zone 1, two of which have canopies that extend into Zone 0. One landscaped planter with groundcover/shrubs and two new trees is proposed within Zone 1. The City would be required to maintain tree canopy height and width consistent with VCFD requirements.
- **Building E1** (Hotel): Approximately four existing protected oak trees within Zones 0, 1, and 2 are proposed to be removed. One new oak tree would be planted within Zone 1 of Buildings E1 and E2. Approximately five street trees would be planted within Zone 2. These trees would be the responsibility of the City of Thousand Oaks and would be required to be maintained consistent with VCFD requirements. Two landscaped planters with groundcover/shrubs are proposed within Zone 1. No on-site landscaping is proposed at this time. Future proposed on-site landscaping would be subject to approval by the VCFD, would be required to be maintained in accordance with VCFD requirements, and would be the responsibility of the property owner.
- **Building E2** (Mixed-Use): Approximately 43 existing protected oak trees located on the property of the proposed Building E2 and within Zones 0, 1, and 2 are proposed to be removed (these trees were accounted for in the FMZ descriptions for Buildings C2 and E1 above). Approximately seven existing protected oak trees located on the property and/or within Zone 1 are proposed to be relocated (these trees were accounted for in the description of the FMZs for Building C2 above). Approximately three existing protected trees located within Zone 2 are proposed to be retained. Approximately one new oak tree and eight other trees would be planted within Zone 1. These trees would be the responsibility of the City of Thousand Oaks and would be required to be maintained consistent with VCFD requirements. Approximately nine landscaped planters with groundcover/shrubs are proposed within Zone 1. No on-site landscaping is proposed at this time. Future

proposed on-site landscaping would be subject to approval by the VCFD, would be required to be maintained in accordance with VCFD requirements, and would be the responsibility of the property owner.

- **Building E3** (Mixed-Use): Approximately three existing protected oak trees located on the property of the proposed Building E3 and within Zone 0 are proposed to be removed. Approximately one new oak tree would be planted within Zone 1. One existing non-protected tree located within Zone 1 would be retained. Approximately 23 new trees would be planted within Zone 1, two replacement oak trees would be planted within Zone 2, and seven other trees would be planted in Zone 2, within the proposed park area. These trees would be the responsibility of the City of Thousand Oaks and would be required to be maintained consistent with VCFD requirements. Approximately five landscaped planters with groundcover/shrubs would be included within Zone 1. No on-site landscaping is proposed at this time. Future proposed on-site landscaping would be subject to approval by the VCFD, would be required to be maintained in accordance with VCFD requirements, and would be the responsibility of the property owner.

All on-site FMZs would consist of a combination of irrigated, thinned landscaping, hardscape, ornamental landscape areas, and existing and/or new protected trees, all of which would be maintained in accordance with the VCFD's Ordinance 34, Article 4, Chapter 6, VCFD Standard 515 – Defensible Space and Fuel Modification Zones, and Standard 517 – Application of Mulch and Chips in Defensible Space (revised February 2022). On-site FMZs would include a minimum 100 feet of fuel modification (Zones 0, 1, and 2) around all sides of the structures and throughout the development where applicable. Understory thinning would be required pursuant to VCFD guidelines to eliminate any potential ladder fuels around the existing, mature protected trees proposed to be retained on-site. Based on the location of the project site within an urban area of the City and the requirement for all proposed structures to be developed in accordance with the most recent standards of the CBC, CFC, and VCFD regulations, including ignition-resistant construction materials, the highest concern is considered to be the fuel canopy provided by the existing, protected mature trees on-site. The VCFD has exceptions for the inclusion of protected trees, subject to VCFD approval and management in accordance with VCFD requirements.

Other Vegetation Management

Special Management Areas

On the proposed project site, tree planting in the fuel modification zones and along roadways is acceptable, as long as they meet the following restrictions as described below and in the County's Fire Code and the VCFD's Standard 515 – Defensible Space and Fuel Modification Zones spacing requirements:

- For driveway/streetscape plantings, trees should be planted 10 feet from edge of curb to center of tree trunk. Care should be given to the type of tree selected, that it will not encroach into the roadway, or produce a closed canopy effect.
- Crowns of trees located within defensible space shall comply with VCFD Standard 515 when located within Zones 0, 1, and 2; tree crowns must maintain a minimum horizontal clearance of 20 feet for a single tree; Mature trees shall be pruned to remove limbs one-third the height or 6 feet, whichever is less, above the ground surface adjacent to the trees.
- Dead wood and litter shall be regularly removed from trees.
- Ornamental trees shall comply with VCFD Standard 515 when located within Zones 0, 1, and 2; ornamental trees shall be limited to groupings of 2–3 trees with canopies for each grouping separated horizontally as described in Table 3 of the VCFD Standard 515.

Specific Landscaping Requirements

The following requirements are provided for on-site, maintained fuel modification zone areas. All landscaping shall be maintained by the property management company hired by the property owner (applicable to Buildings E1, E2, and E3), or the City of Thousand Oaks (applicable to the remainder of the Downtown area).

Plants used in the fuel modification areas or landscapes shall include drought-tolerant, fire resistive trees, shrubs, and groundcovers; no invasive plants to be included in the landscape. The planting list and spacing will be reviewed and approved by the VCFD and included on submitted landscape plans. The plantings shall be consistent with VCFD's Plant Reference Guide. The intent of the suggested plant reference guide is to provide examples of plants that are less prone to ignite or spread flames to other vegetation and combustible structures during a wildfire. Additional plants can be added to the landscape plant material palette with approval from the VCFD.

Pre-Construction Requirements

- On-site fuel modification zones must be implemented and approved by the VCFD prior to combustible materials being brought on-site.
- Dead fuel, ladder fuel (fuel which can spread fire from ground to trees), and downed fuel shall be removed, and trees/shrubs shall be properly limbed, pruned, and spaced pursuant to VCFD requirements.

Undesirable Plants

Certain plants are considered to be undesirable in the landscape due to characteristics that make them highly flammable. These characteristics can be physical or chemical. The plants included in the VCFD Prohibited Plant List are unacceptable from a fire safety standpoint and shall not be planted on the project site unless otherwise approved by the VCFD.

Vegetation Management and Maintenance

All fuel modification area vegetation management shall be completed annually by May 1 of each year and more often as needed for fire safety, as determined by the VCFD. The City of Thousand Oaks shall be responsible for all on-site fuel modification vegetation management for all common areas, driveway/roadside clearance, fuel modification zones, medians, planters, etc., not located on the properties of Buildings E1, E2, and E3. Future property owners for proposed Buildings E1, E2, and E3 shall be responsible for all on-site fuel modification and vegetation management. The City shall assure the entire project area complies with this fuel modification plan initially and on an ongoing basis. Additionally, the City shall be responsible for ensuring long-term funding and ongoing compliance with fuel modification and maintenance requirements for the Downtown area, with the exception of Buildings E1, E2, and E3, which would be the responsibility of the future property owners.

Maintenance of FMZs and Defensible Space is an important component for long-term fire safety of the project. In accordance with VCFD standards and regulations, maintenance obligations shall be as follows:

City of Thousand Oaks:

- All maintenance of access roads/driveways.
- Annual maintenance of FMZs (or as needed).
- Maintenance of all common areas, including trees planted along driveway/interior roadways and in other areas throughout the project site.

Future property owners for Buildings E1, E2, and E3:

- Annual maintenance of FMZs (or as needed).

To confirm that the proposed project's FMZs and landscape areas are being maintained according to the VCFD's requirements, the VCFD would conduct annual inspections within the community to determine fuel modification zone compliance. If the FMZ areas are not compliant, the City and/or property owners would have a specified period to correct any noted issues so that a re-inspection can occur, and certification can be achieved. Annual inspection fees are subject to the current Fire Department Fee Schedule.

Construction Phase Vegetation Management

Vegetation management requirements shall be implemented at commencement and throughout the construction phase. Vegetation management for the proposed project area shall be performed pursuant to VCFPD Ordinance 34, for fire safety requirements in Hazardous Fire Areas that would be applicable prior to the start of work, prior to any import of combustible construction materials, and during construction. Adequate firebreaks shall be created around all grading, site work, and other construction activities in areas where there is flammable vegetation. Combustible Materials shall not be brought on-site without prior VCFD approval.

In addition to the requirements outlined above, the project shall comply with the following important risk-reducing vegetation management guidelines:

- All new power lines shall be underground for fire safety during high wind conditions or during fires on a right-of-way that can expose aboveground power lines. Temporary construction power lines may be allowed in areas that have been cleared of combustible vegetation.
- Caution must be used not to cause erosion or ground (including slope) instability or water runoff due to vegetation removal, vegetation management, maintenance, landscaping, or irrigation.

Summary

The design of the proposed project, including all roadways, driveways, landscaping, water access, and buildings, would conform to, and in some cases exceed, all regulatory requirements regarding fire safety. The project would introduce new hardscape, irrigated and maintained landscaping, additional fire hydrants, and new ignition-resistant structures designed to meet the most recent California Building and Fire Codes and VCFD regulations. Additionally, the proposed project would increase internal site access for fire apparatus compared to existing conditions. Upon implementation, the development component is anticipated to result in an increase of approximately 62 calls per year or 0.17 calls per day for VCFD Station 31, which would not result in a decline in the VCFD's emergency response services; refer to Section 5.13, Public Services and Recreation, for a more detailed discussion of impacts on fire protection services. The project site is located within three (3) minutes of the closest VCFD station (Station 31) and would comply with the VCFD's response time standard. Therefore, the proposed project would result in less than significant impacts on emergency response services.

Programmatic-Level Analysis

The proposed project would involve the adaptive reuse of the existing Civic Arts Plaza (CAP), development of a bandshell (Building B2) and associated amphitheatre, and the temporary relocation of City staff and in-person public services associated with the existing City Hall to off-site location(s) within existing permitted office space within City boundaries.

Overall, buildout of the adaptive reuse and outdoor amphitheatre components of the proposed project (excluding the development component, which is analyzed above), would result in approximately 117,370 square feet of commercial/retail, institutional, and non-institutional office space development.

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components. The analysis above regarding fire apparatus access, including primary access driveways, road width and circulation, gates, driveways, and premises identification; ignition-resistant construction; fire protection systems, including water supply, fire hydrants, automatic fire sprinkler systems, ongoing infrastructure maintenance, and pre-construction requirements; and defensible space and vegetation management, including VCFD fuel modification zones, defensible space and VMZ requirements, other vegetation management, vegetation management and maintenance, and construction phase vegetation management, accounted for full project buildout, including both the development and adaptive reuse and outdoor amphitheatre components. Additionally, the Wildfire Study analyzed both components together in determining that the proposed project would have less than significant impacts with regard to emergency services.

The following analysis includes additional information specific to the adaptive reuse and outdoor amphitheatre component that was not analyzed above.

Emergency Services

Response Times

The proposed adaptive reuse and outdoor amphitheatre components would accommodate the construction of approximately 84,150 square feet of civic/institutional uses and 2,744 total seats at new and existing performance venues on-site. The General Plan EIR evaluated existing conditions at the Civic Arts Plaza in 2023; therefore, the following uses that are proposed to be adaptively reused or retained on-site and their related impacts on emergency services have already been accounted for in the General Plan EIR: City Hall, including 250 on-site employees, County Clerk office, and the Kavli Theatre and Scherr Forum, including all employees utilized during events at both theatres. The following uses would increase the on-site population compared to the existing conditions analyzed in the General Plan EIR: employees associated with commercial and office uses at Building C1 and performers and attendees associated with the bandshell (Building B2) and amphitheatre. For the purposes of this analysis, the average daily on-site population upon complete buildout of the adaptive reuse and temporary relocation component is conservatively estimated to be approximately 429 people. This number is based on the assumptions in Table 5.17-3, Adaptive Reuse and Outdoor Amphitheatre Component Population Increase Assumptions.

Table 5.17-3
Adaptive Reuse and Outdoor Amphitheatre Component Population Increase Assumptions

Development Type	Additional Population	Population Increase Justification	
EMPLOYEES			
Building C1, Civic Arts Plaza	79 (69 daily)	Use	Justification
		Public Library Outpost = 7	The additional population is based on Table II-A, Derivation of Square Feet per Employee Based on Median Employees per Acre and Median FAR for Ventura County, Other Retail/Svc. Land use, of the Employment Density Study Summary Report.[16] The library outpost would have 2,680 square feet of space. The median employment density for this use type is 412 square feet per employee. (2,680/412 = 7)
		Police Depot = 3	The additional population is based on Table II-A, Derivation of Square Feet per Employee Based on Median Employees per Acre and Median FAR for Ventura County, Government Offices Land use, of the Employment Density Study Summary Report.[16] The police depot would have 360 square feet of office space. The median employment density for this use type is 120 square feet per employee. (360/120 = 3)
		Retail = 6	The additional population is based on Table II-A, Derivation of Square Feet per Employee Based on Median Employees per Acre and Median FAR for Ventura County, Other Retail/Svc. Land use.[16] The retail use would have 2,410 square feet of retail space. The median employment density for this use type is 412 square feet per employee. (2,410/412 = 6)
		Public Market = 33	The additional population is based on Table II-A, Derivation of Square Feet per Employee for Based on Median Employees per Acre and Median FAR Ventura

Development Type	Additional Population	Population Increase Justification	
			County, Other Retail/Svc. Land use.[16] The public market use would have 13,500 square feet of retail space. The median employment density for this use type is 412 square feet per employee. (13,500/412 = 33)
		Art Incubator Space = 12	The additional population is based on Table II-A, Derivation of Square Feet per Employee Based on Median Employees per Acre and Median FAR for Ventura County, Other Retail/Svc. Land use.[16] The art incubator use would have 4,800 square feet of space. The median employment density for this use type is 412 square feet per employee. (4,800/412 = 12)
		Performance Venue = 10*	The additional population is based on Table II-A, Derivation of Square Feet per Employee Based on Median Employees per Acre and Median FAR for Ventura County, Other Retail/Svc. Land use.[16] The performance venue use would have 4,260 square feet of space. The median employment density for this use type is 412 square feet per employee. (4,260/412 = 10) *This use would only generate a new employee population during events and would not be staffed on a daily basis.
		Non-institutional office space = 8	The additional population is based on Table II-A, Derivation of Square Feet per Employee Based on Median Employees per Acre and Median FAR for Ventura County, Low-Rise Office Land use.[16] The non-institutional office use would have 5,210 square feet of space. The median employment density for this use type is 659 square feet per employee. (5,210/659 = 8)
Employees Total	**79**		
ATTENDEES & PERFORMERS			
Building B2, Bandshell and Amphitheatre	350	The assumed number of show attendees is based on existing outdoor City-run events of similar style and content held in public parks throughout the City.	
Attendees & Performers Total	**350**		
POPULATION INCREASE TOTAL	**429**		

The above estimates are conservative and provide a higher average daily on-site population than is anticipated for the project site, as these estimates assume that the new 200-seat performance venue in the reconfigured Civic Arts Plaza would have daily events requiring daily staffing, and the bandshell and amphitheatre would have daily events at maximum capacity. No changes are proposed to the existing 2,394 seats located in the Civic Arts Plaza. Therefore, emergency response services related to the existing performance venues are expected to remain the same as existing conditions. Similarly, the 250 employees associated with the proposed redevelopment of the Civic Arts Plaza work on-site under existing conditions; the daily on-site population of employees at City Hall is expected to remain similar to existing conditions. The following proposed uses would introduce a new employee population to the project site that is anticipated to consist of existing residents of Thousand Oaks who are already part of the VCFD's response area: commercial and office uses associated with part of the redeveloped Civic Arts Plaza structure.

Using the conservative estimate of 429 people, the adaptive reuse and outdoor amphitheatre components are projected by call volume analysis (using VCFD per capita call generation factor of 0.058/year or 58 calls per 1,000 persons per year) to add approximately 25 calls per year to the VCFD's existing call load. This call volume (approximately 0.48 calls per week) is not considered enough of an increase to require additional resources; refer to Section 5.13, Public Services and Recreation, for a more detailed discussion of impacts on fire protection services.

Emergency Service Level

Based on the proposed development plans, the adaptive reuse and outdoor amphitheatre components' estimated 429 maximum persons would generate roughly 25 calls per year, of which most, if not all, are expected to be medical-related calls, consistent with typical emergency call statistics. Service level requirements are not expected to be significantly impacted with the increase of approximately 25 calls per year or 0.07 calls per day for a station (VCFD Station 31) that currently responds to roughly 5.5 calls per day (2,004 calls in 2024)[146] in its primary service area. Therefore, the adaptive reuse and outdoor amphitheatre components are not expected to cause a decline in VCFD's emergency response times.

Fire Safety Requirements

Road Width and Circulation

Aerial fire apparatus access shall be required when the vertical distance between the ground and the highest roof surface exceeds 30 feet. One aerial fire apparatus access road shall be provided per 50,000 square feet of building area. Aerial fire apparatus access roads shall have a minimum unobstructed width of 30 feet, exclusive of shoulders, and a minimum of one required aerial apparatus access road shall be located within a minimum of 15 feet and a maximum of 30 feet from the building. The proposed structures would have the following maximum heights and roadway access:

- Building B2 (Bandshell): maximum height of 21 feet 7 inches, 877 square feet; fire apparatus access provided by The Lakes Drive
- Building C1 (Civic Arts Plaza): maximum height of 129 feet (existing Kavli Theatre); split level development of the new City Hall facilities, including a three-story west wing with a maximum height of approximately 42 feet, and a five-story east wing with a maximum height of approximately 90 feet 6 inches; 249,720 square feet; fire apparatus access provided by East Main Street, Dallas Drive turnaround, Oakwood Drive extension driveway/emergency vehicle turnaround south of the Scherr Forum, and the existing service driveway for the Kavli Theatre

Ignition-Resistant Construction

All proposed buildings on the project site would be designed and constructed in accordance with VCFD guidelines and the new California Wildland-Urban Interface Code. Fire-resistant and noncombustible materials would be used for all exterior walls, projections, and roof coverings. The amphitheatre and CAP buildings would be constructed of noncombustible materials. The shade structure of the amphitheatre would be partially open to prevent debris from accumulating on the top of the structure and to permit smoke and hot gases to escape the structure.

Defensible Space and VMZ Requirements

The VCFD provides FMZ height, area, and spacing requirements for various vegetation types in Standard 515. The FMZ characteristics of each proposed building are detailed below:

- **Building B2** (Bandshell): Approximately one existing tree located within Zone 2 of Building B2 is proposed to be removed. One landscaped planter with groundcover/shrubs is proposed within Zone 0, and one adjacent planter would extend into Zone 0 from Zone 1. Additionally, the canopy of one existing Coast Live Oak located within Zone 1 would extend into Zone 0. An irrigated, landscaped amphitheatre area consisting of

[146] Data derived from VCFD's 2024 annual report snapshot which states that there were 16,031 calls within the Battalion 3 service area. There are 8 stations within Battalion 3 service area.

groundcover, including natural turf, is proposed within Zones 1 and 2, which would be required to be maintained in accordance with VCFD requirements. As part of the overall project landscaping plan, approximately 15 existing protected trees would be retained on-site within Zone 2, and one would be retained within Zone 1. Additionally, two replacement protected trees and one site tree are proposed within Zone 2. Zone 2 would also include four landscaped planters with groundcover/shrubs. The City would be required to maintain tree canopy height and width consistent with VCFD requirements. All proposed landscaping would be required to comply with VCFD Standard 515 and Guideline 410.

- **Building C1** (Civic Arts Plaza): Approximately two existing protected trees located within Zone 1 of Building C1 are proposed to be removed. Planter box landscaping is proposed around the third-level outdoor terrace. No in-ground landscaping is proposed within Zone 0. No changes are proposed to the existing vegetation located south of the Kavli Theatre between the Theatre and Highway 101. The canopies of two existing protected trees located within Zone 1 would extend into Zone 0. Within Zone 2, across East Main Street, a park area and open space are proposed, which are also located within Zone 2 of Building B1 and would retain 10 existing protected trees in place. All associated landscaping would be required to be maintained in compliance with VCFD requirements. Additionally, within Zone 1 to the east, an irrigated, landscaped amphitheatre area is proposed, which is also located within Zones 1 and 2 of Building B2. Additionally, approximately one new oak tree is proposed to be planted within Zone 2 of Buildings C1 and E3. Approximately 11 site trees not already identified above are proposed within Zones 1 and 2 of Building C1. One existing protected tree located within Zone 2, between the existing theatre buildings and the parking structure, would be retained. Approximately six landscaped planters with groundcover/shrubs would be planted within Zones 1 and 2. The City would be required to maintain tree canopy height and width consistent with VCFD requirements. All proposed landscaping would be required to comply with VCFD Standard 515 and Guideline 410.

All on-site FMZs would consist of a combination of irrigated, thinned landscaping, hardscape, ornamental landscape areas, and existing and/or new protected trees, all of which would be maintained in accordance with the VCFD's Ordinance 34, Article 4, Chapter 6, VCFD Standard 515 – Defensible Space and Fuel Modification Zones, and Standard 517 – Application of Mulch and Chips in Defensible Space (revised February 2022). On-site FMZs would include a minimum 100 feet of fuel modification (Zones 0, 1, and 2) around all sides of the structures and throughout the development where applicable. Understory thinning would be required pursuant to VCFD guidelines to eliminate any potential ladder fuels around the existing, mature protected trees proposed to be retained on-site. Based on the location of the project site within an urban area of the City and the requirement for all proposed structures to be developed in accordance with the most recent standards of the CBC, CFC, and VCFD regulations, including ignition-resistant construction materials, the highest concern is considered to be the fuel canopy provided by the existing, protected mature trees on-site. The VCFD has exceptions for the inclusion of protected trees, subject to VCFD approval and management in accordance with VCFD requirements.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that are located in or near other FHSZs. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts related to wildfire.

Summary

The design of the proposed project, including all roadways, driveways, landscaping, water access, and buildings, would conform to, and in some cases exceed, all regulatory requirements regarding fire safety. The project would introduce new hardscape, irrigated and maintained landscaping, additional fire hydrants, and new ignition-resistant structures designed to meet the most recent California Building and Fire Codes and VCFD regulations. Additionally, the proposed project would increase internal site access for fire apparatus compared to existing conditions. Upon implementation,

the adaptive reuse and outdoor amphitheatre components are anticipated to result in an increase of approximately 25 calls per year or 0.07 calls per day for VCFD Station 31, which would not result in a decline in the VCFD's emergency response services. The project site is located within three (3) minutes of the closest VCFD station (Station 31) and would comply with the VCFD's response time standard. Refer to Section 5.13, Public Services and Recreation, for a more detailed discussion of impacts on fire protection services. Therefore, the proposed project would result in less than significant impacts on emergency response services.

Conclusion

Combined, the development and adaptive reuse and outdoor amphitheatre components are conservatively anticipated to result in an average daily on-site population upon complete buildout of approximately 1,491 people. This estimate is conservative and provides a higher average daily on-site population than is anticipated for the project site, as this estimate assumes that the new 200-seat performance venue in the reconfigured Civic Arts Plaza would have daily events requiring daily staffing, the bandshell and amphitheatre would have daily events at maximum capacity, and that every hotel room would be fully occupied at the same time.

Using the conservative estimate of 1,491 people, the proposed project is anticipated to add approximately 86 calls per year to the VCFD's existing call load. This call volume (approximately 1.65 calls per week) is not considered enough of an increase to require additional resources; refer to Section 5.13, Public Services and Recreation, for a more detailed discussion of impacts on fire protection services. Based on the proposed project site location in relation to existing VCFD stations, travel time to the project site for the first responding engine from Station 31 is approximately 3 minutes to the front entrance/drop off area of the facility. Secondary response would arrive in approximately 5 minutes and 45 seconds. Based on these calculations, emergencies within the project can be responded to by VCFD's first arriving unit (average maximum initial response of no more than 8 minutes 30 seconds for fire apparatus and 5 minutes for ambulance, 90% of calls) in accordance with the County's standard.

Additionally, the proposed project would meet or exceed all applicable California Building and Fire Codes and VCFD requirements. The project would provide adequate fire apparatus access throughout the project site and would increase internal access and flow compared to existing conditions. Proposed driveways and roadways would meet width and grade requirements. The project would be required to comply with VCFD Standard 502 with regard to premise identification, which would be subject to approval by the VCFD. The proposed project would also construct all buildings with ignition-resistant construction materials pursuant to the most recent codes for fire-resistant construction. The project would provide adequate water supply for fire protection systems, include automatic fire sprinkler systems in all buildings, and add nine additional fire hydrants to the project area.

The proposed project design and landscaping plan would be required to conform to VCFD Ordinance 34, Standard 515, and would include FMZs throughout the project area. All proposed landscaping would be subject to review and approval by the VCFD to ensure that it is fire-resistant and not conducive to flame or ember spread. Therefore, the proposed project would not impact emergency response plans or standards.

Additionally, the evacuation analysis below is applicable to the development, adaptive reuse, outdoor amphitheatre, and temporary relocation components.

Evacuation

The Evacuation Study analyzed the anticipated increase in population to the City due to implementation of the proposed project and determined that the increase in population (approximately 1,491 people) would represent an approximately 0.97-percent increase to the City's daytime population. This increase was found to be negligible, and the Evacuation Study determined that the proposed project would have a marginal effect on the City's existing emergency and evacuation planning. Additionally, the 2045 General Plan Safety Element Evacuation Analysis identified that there

are large portions of the City's evacuation network that would be unviable for evacuation depending on the direction of a wildfire. Recommendations were included in the Evacuation Analysis to improve the City's evacuation procedures, including measures for traffic management, communications, and identifying concentrations of vulnerable populations. Because the 2045 General Plan Safety Element already identified deficiencies in the City's evacuation capabilities, and the proposed project would introduce a negligible population increase to the area, the Evacuation Study determined that the proposed project would not impact the City's emergency and evacuation plans.

As mentioned previously, the Ventura County Sheriff's 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 Standardized Emergency Management System (SEMS) and Incident Command System (ICS), that 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 a 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 individual residents 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 possibility of living through a wildfire. The VCFD RSG program consists of outreach and information available from the Department. 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. The Action Plan emphasizes that practical limits on firefighting resources require individual residents to take responsibility for their response to wildfire. The Action Plan explains that properties in the WUI are under direct threat of wildfire, while properties within a mile of a wildfire would be within the ember zone, where structures are vulnerable to wind-driven embers from a wildfire.

East Thousand Oaks Boulevard would serve as the primary evacuation route for the proposed project and would provide access to both State Route 23 (SR-23) and Highway 101, which are the two primary evacuation routes in the City. Depending on the location of the wildfire, persons evacuating from the project site could use East Thousand Oaks Boulevard to access SR-23 and evacuate north or south, or to access Highway 101 and evacuate east or west.

Evacuation proceedings would not be 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 are 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 evacuation. The physical conditions that would allow for successful evacuations from a site threatened by wildfire are:

- Adequate fire access to the site,
- Multiple routes for evacuation within a short distance that led away from the site and away from wildfire areas, and
- Being located outside of the WUI so that evacuation does not require traveling through areas susceptible to wildfire and where firefighters may be battling wildfire.

If these physical conditions are in place, new uses would not interfere any more with evacuation proceedings than nearby existing uses within the same physical context would. Conversations with the Ventura County Sheriff's Office of Emergency Services regarding the relationship between new development and evacuation proceedings have confirmed that, from an emergency management perspective, urban infill development is the preferred location for concentrating new residences due to the factors discussed above. Though located in a WUI, the proposed project site has adequate fire access as demonstrated above and has multiple evacuation routes located within a short distance; refer to Exhibit H, Evacuation Routes, in Appendix R.

The proposed project provides improved fire access to the project site by adding more than one point of ingress/egress connected to Thousand Oaks Boulevard, compared to existing conditions. Travel distances from the project site to Highway 101 or other evacuation routes are short, and evacuation routes themselves have multiple travel lanes. Also, the project site is in an urbanized setting, and there are no wildland areas susceptible to wildfire located between the project site and adjacent evacuation routes.

In conclusion, the proposed project would provide sufficient fire access to the project site and is located immediately adjacent to primary evacuation routes within the City (Thousand Oaks Boulevard, Highway 101). The proposed project would introduce urban infill development in a defensible area of the City, which is the preferred development type for new residential uses in the context of wildfire safety. Therefore, the proposed project would not impair an adopted emergency evacuation plan.

The proposed project would not impair emergency responses or an emergency evacuation plan, and impacts would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Exacerbation of Wildfire Risks

Impact W-2	**The proposed project would not, 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 Analysis

Project-Level Analysis

A project may have a significant impact if, due to slope, prevailing winds, and other factors, it would exacerbate wildfire risks and expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. 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 also exacerbate wildfire risk.

The proposed project site is in a generally flat area surrounded by development. Small to moderate slopes exist on-site; however, the project site and the surrounding area are located in a generally flat area of the City and are not near any hillsides or areas with steep slopes. The prevailing wind pattern is from the west (on-shore), but the presence of the Pacific Ocean causes a diurnal wind pattern known as the land/sea breeze system. During the day, winds are from the west–southwest (sea) and at night, winds are from the northeast (land), averaging 2 miles per hour (mph). During the summer season, the diurnal winds may average slightly higher (approximately 14 mph) than the winds during the winter

season due to greater pressure gradient forces. Surface winds can also be influenced locally by topography and slope variations. The highest wind velocities are associated with downslope, canyon, and Santa Ana winds. However, the geography of the area does not cause winds to accelerate significantly, as that would require more dramatic topography. The project site, therefore, is not placed in an area where it significantly exacerbates wildfire risk due to slope, prevailing winds, or other geographical factors.

The project site is located in a VHFHSZ and a WUI; however, it is an urban infill project proposed on previously developed lots. The project would include a mixed-use commercial and residential community, civic/institutional uses, open space, and performing arts venues. For the reasons explained above under Impact Statement W-1, infill properties are the preferred and logical location for new residential density as far as wildfire safety is concerned. Infill projects do not introduce new development/unserved populations into the WUI and, in that regard, do not exacerbate wildfire risk. New development that increases the WUI, such as a residential subdivision surrounded by open space, increases both the risk of wildfire occurring and the risk of wildfire to life and property.

As explained above under Impact Statement W-1, the proposed buildings must conform to Chapters 7 and 9 and Part 7 (CALWUI) of the CBC, which regulate building materials, structural design related to fire containment, safety features, and fire sprinkler systems. The proposed project would meet or exceed all applicable California Building and Fire Codes and VCFD requirements. The project would provide adequate fire apparatus access throughout the project site and would increase internal access and flow compared to existing conditions. Proposed driveways and roadways would meet width and grade requirements. The project would be required to comply with VCFD Standard 502 with regard to premise identification, which would be subject to approval by the VCFD. The proposed project would also construct all buildings with ignition-resistant construction materials pursuant to the most recent codes for fire-resistant construction.

The project would provide adequate water supply for fire protection systems, include automatic fire sprinkler systems in all buildings, and add nine additional fire hydrants to the project area. The proposed project design and landscaping plan would be required to conform to VCFD Ordinance 34, Standard 515, and would include FMZs throughout the project area. All proposed landscaping would be subject to review and approval by the VCFD to ensure that it is fire-resistant and not conducive to flame or ember spread.

The primary materials proposed for the entire project area include stucco, concrete, stone, wood, and weathered steel. The proposed hardscape materials include integral colored concrete paving, clay brick pavers, stone paving, wooden decking around the protected oak trees, concrete paving, concrete pavers, and roadway paving. Materials proposed for Building B1 (restaurant) include concrete, steel, glass, wood, and tile. Materials proposed for Building B2 (bandshell) include concrete, steel, wood and/or composite wood trellising, perforated metal, and accent materials. Building E1 (hotel) would be I-B construction, with exterior cladding composed of ground-faced masonry, metal panels, stone, and a resilient material resembling wood slats. A rammed-earth feature wall and a slatted steel canopy are also proposed. Building E2 (mixed-use) would be type III-B construction, with primary exterior building materials anticipated to include plaster, vertical composite wood siding, masonry, decorative tile, and board form concrete. Building E3 (mixed-use) would also be type III-B construction and would utilize plaster, vertical wood siding, tile, and board-formed concrete. Building C1 (Civic Arts Plaza) would utilize wood mullion cap, precast concrete wall panels, rammed-earth wall panels, concrete pavers, and an aluminum sunscreen system on the exterior.

These project features, in combination with all the buildings having fire sprinklers and overall project site compliance with the most recent California Building and Fire Codes and VCFD requirements would ensure that risks associated with the development catching and spreading fire that exposes project occupants to the pollutant concentrations of a wildfire would be minimal. The development is designed to be ignition-resistant across all properties, so that in the event an urban fire ignites on-site, it could be contained quickly. Additionally, the ignition-resistant features of the development would limit the ability of a wildfire that may start elsewhere in the City or region to spread across the

project site. The proposed project design would increase the fire resistance of the project site compared to existing conditions. Therefore, the proposed project would not exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, or expose people or structures to a significant risk of loss, injury, or death involving wildland fires, and impacts would be less than significant.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components because it applies to the project site as a whole. There are no unique features of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. Materials proposed for Building B2 (bandshell) include concrete, steel, wood and/or composite wood trellising, perforated metal, and accent materials. Building C1 (Civic Arts Plaza) would utilize wood mullion cap, precast concrete wall panels, rammed-earth wall panels, concrete pavers, and an aluminum sunscreen system on the exterior. The buildings associated with the adaptive reuse and outdoor amphitheatre components are designed to be ignition-resistant. Additionally, the Wildfire Study analyzed both components together in determining that the proposed project would have less than significant impacts with regard to exacerbation of wildfire risks. Therefore, the proposed project would not exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, or expose people or structures to a significant risk of loss, injury, or death involving wildland fires, and impacts would be less than significant.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that are located in or near other FHSZs and on sites with different slope conditions. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts related to wildfire.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

New Infrastructure That Exacerbates Fire Risk

Impact W-3	**The proposed project would not 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.**

Impact Analysis

Project-Level Analysis

A project may have a significant impact if it requires 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. The project site is surrounded by existing public roads to the north, west, and east, all of which provide fuel breaks and fire access. The project would also introduce new internal roadways, including Main Street, the Dallas Drive roundabout, the Oakwood Drive extension and driveway, and West Road, that would increase fire access throughout the project site and provide fuel breaks between structures. Additionally, the project site is bordered by Highway 101 to the south, which provides a fuel break between the project site and the Conejo Ridge Open Space area to the south. No additional roads or fuel breaks outside of the project scope would have to be installed or maintained as a result of the proposed project.

The project site is served with existing infrastructure for water, sewer, and electricity. The project proposes a new City of Thousand Oaks water system that consists of pipes connecting to the existing 10-inch water pipe in Thousand Oaks Boulevard, the existing 8-inch water pipe at the Oakwood Drive cul-de-sac, and the existing 12-inch water pipe along the east side of the property. The proposed water system would serve Building E1 (the hotel), Building E2, Building B1 (bandshell), and would also reconnect fire water service to Building C2 (the existing parking garage). Buildings E2 and E3 would be served directly from the 10-inch water main in Thousand Oaks Boulevard. Buildings C1 and C2 would continue to be served by their existing water connection at the southeast service dock and connect directly to the water pipe in South Conejo School Road. The water system would be consistent with VCFD requirements.

The project proposes to construct a new City of Thousand Oaks 10- and 12- inch sanitary sewer main in Main Street heading west to West Road, then south to the Oakwood Drive cul-de-sac before routing along Oakwood Drive to an existing manhole at the intersection of Oakwood Drive and Zuniga Ridge Place. This public sewer connects immediately to the City's 30-inch trunk main running beneath Thousand Oaks Boulevard. The proposed sewer main would be used to discharge the sewer flow from the existing C1 and C2 buildings, allowing for the decommissioning of the existing sewage ejector system from these existing buildings. The proposed sewer main would also capture discharge from Building B1 (the bandshell), Building E1 (the hotel), and Building E2. Buildings E2 and E3 would connect to the existing 10-inch sewer main in Thousand Oaks Boulevard with the flexibility to connect to the proposed sewer main in Main Street if it is determined to be more beneficial for those structures. The project proposes utilizing five existing fire hydrants and install nine new fire hydrants, including two on Oakwood Drive, two on West Road, four on Main Street, and one on Thousand Oaks Boulevard. The project would include the installation of underground electrical infrastructure to connect the proposed buildings and improvements to the existing Southern California Edison electrical service on-site.

Therefore, there is no need for expansion of infrastructure into a WUI or other areas susceptible to wildfire. The proposed project would not require the installation of emergency water sources, power lines, or other utilities off-site. All necessary infrastructure has been included in the proposed project design, which has been demonstrated above under Impact Statement W-1 to be in compliance with all applicable codes. The project would not exacerbate fire risk or result in temporary or ongoing environmental impacts related to infrastructure, and impacts would be less than significant.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components because it applies to the project site as a whole. There are no unique features of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. Additionally, the Wildfire Study analyzed all proposed components together in determining that the proposed project would have less than significant impacts with regard to new infrastructure that exacerbates wildfire risk.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that are located in or near other FHSZs. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts related to wildfire.

Therefore, the proposed project would not exacerbate fire risk or result in temporary or ongoing environmental impacts related to infrastructure, and impacts would be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Flooding and Landslide Hazards Due to Post-Fire Slope Instability/Drainage Changes

Impact W-4	**The proposed project would not 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.**

Impact Analysis

Project-Level Analysis

A project may have a significant impact if it exposes people or structures to significant risks, including downslope or downstream flooding or landslides, because of runoff, post-fire slope instability, or drainage changes. The proposed project consists of the development and redevelopment of the existing Civic Arts Plaza property with new mixed-use buildings, a new hotel, restaurant, park, and open space area, new roadways and a pedestrian promenade, a reconfigured Civic Arts Plaza/City Hall, a bandshell and amphitheatre, and associated site improvements. The project site is located in an urban area of the City and is surrounded by development on all four sides. Neither the project site nor the surrounding area is within a floodplain or flood area.

Because of the project site's urban setting and existing and proposed fire access and infrastructure, a catastrophic fire on the project site would be highly unlikely. However, if one were to occur, no landslide or downslope or downstream flooding condition would be generated, as the project site is in a relatively flat area of the City. Site topography generally consists of slopes northwest across the project site, with elevations ranging from approximately 890 feet along the southern property boundary, adjacent to Highway 101, to 814 feet at the northwest corner of the project site, adjacent to Thousand Oaks Boulevard. Existing grades across the project site average approximately 6.0 to 9.0 percent slope.

The proposed project would develop the majority of the project site with buildings and hardscape improvements. If a fire were to occur on-site, it would not generate a substantial amount of runoff that would contribute to a landslide or downslope flooding. Because the project site is relatively flat with only moderate slopes and would be primarily built out with buildings and hardscape, post-fire slope instability is not a concern for the project site. Additionally, a potential fire at the project site would not result in drainage changes. The proposed project includes the installation of drainage improvements that would control any stormwater flow from the project site. The proposed project would split the entire project site into three different tributary drainage areas. Each tributary drainage area would have a detention pipe with a controlled outlet to reduce the Q100 peak flow to that of the Q10 prior to discharge. Tributary drainage area 1 consists of the vast majority of new construction and has a more robust first flush treatment system with a CDS Hydrodynamic separator as pretreatment, leading to a large infiltration trench. Tributary drainage areas 2 and 3 mainly consist of the existing project site with minimal changes, including a small portion of the existing City Hall adaptive reuse building. First-flush treatment for the tributary drainage areas 2 and 3 would improve on that of the existing condition and consists of CDS Hydrodynamic separators to filter out trash, sediment, and hydrocarbons.

The proposed buildings would be built according to current Building and Fire Codes and VCFD standards, and each building would be equipped with NFPA 13 automatic interior fire sprinkler systems. Information from the U.S. Fire Administration's National Fire Incident Reporting System and the NFPA indicate that in structural fires where sprinkler systems were present (within the 2010 to 2014 study period), death rates were 87 percent lower than those without, the firefighter injury rate was 67 percent lower, and sprinklers were effective at controlling the fire in 96 percent of the fires in which they operated. The presence of sprinklers and a fire alarm system together greatly reduces the probability that any accidental interior fire on the property could burn out of control.

The required exterior safeguards (i.e., CBC Part 7 CALWUI requirements for a flat non-combustible roof, vertical non-combustible cladding, and no system venting) greatly reduce the probability that an accidental exterior fire could be

ignited. In addition, on-site circulation has been designed to provide ready access for firefighting resources, and fire hydrants and associated emergency water infrastructure are proposed to meet fire flow requirements. The project's fire protection features, including the building, hardscape, and landscape designs, interior roadways and driveways, and water system, would be subject to approval by the VCFD. As detailed above under Impact Statement W-1, the proposed project would meet or exceed all applicable codes.

The location and characteristics of the project site, regulatory safeguards in place, proximity of firefighting resources, and proposed project design would reduce potential impacts related to exposing people or structures to significant risks, including downslope or downstream flooding or landslides because of runoff, post-fire slope instability, or drainage changes, to less than significant.

Programmatic-Level Analysis

The analysis provided above for the Project-Level Analysis is also applicable to the adaptive reuse and outdoor amphitheatre components because it applies to the project site as a whole. There are no unique features of the proposed development of the adaptive reuse and outdoor amphitheatre components that would cause different impacts than those already analyzed above. Additionally, the Wildfire Study analyzed all proposed components together in determining that the proposed project would have less than significant impacts with regard to post-fire instability/drainage changes. Therefore, the proposed project would not 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, and impacts would be less than significant.

It is acknowledged that the temporary relocation component could introduce people to off-site locations (within existing permitted office space) within City boundaries that are located in or near other FHSZs or areas with different landslide and flood risks. However, this component would not result in new development or significant additional employees exceeding those already accounted for with current staffing levels, and would be temporary in nature. No construction is proposed off-site. Therefore, the temporary relocation component would not result in impacts related to wildfire.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.17.5 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." The cumulative analysis below considers the proposed project's impacts in conjunction with the future buildout of the General Plan and cumulative projects listed in Table 4-1, Cumulative Projects List.

Emergency Response/Evacuation Plan Consistency

- The proposed project, combined with other cumulative projects, would not substantially impair an adopted emergency response plan or emergency evacuation plan.

Impact Analysis

Cumulative impacts from multiple projects within a fire agency's jurisdiction, like the VCFD, can cause fire response service to decline and must be analyzed for each new project. The proposed project represents a development that could increase the existing call volume by approximately 1.65 calls per week, on average. The resulting impact on fire services has been analyzed within this section, and despite the increased number of people in this area and the

anticipated very small call volume increase, the existing fire service delivery system is considered to have the capacity to serve the Downtown project. When compared to standard utilization rates for busy (10 calls per day for an urban station) fire stations, it is clear there is capacity to serve the proposed project.

Additionally, when considered cumulatively, the potential impact of multiple projects is considered less than significant, mitigated by increased funding available from each project to the VCFD through property taxes and other fees associated with each project, including the proposed project. This funding would be utilized to maintain or enhance fire response capabilities and at least maintain the current standards for firefighting and emergency response.

Other cumulative projects would also 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 deemed inadequate. Evacuation proceedings would not be substantially impaired by the proposed project because evacuations by their nature often overwhelm roadways, and the proposed 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 would 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, and the proposed new uses would 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.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Exacerbation of Wildfire Risks

- The proposed project, combined with other cumulative projects, would not, 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 Analysis

Several of the projects listed in Table 4-1 are located within a VHFHSZ. Each cumulative project located within either a State-designated SRA or LRA VHRHSZ 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 proposed project would result in less than significant wildfire risks that expose occupants to the pollutant concentrations of a wildfire, the proposed project's contribution with regard to wildfire would be less than cumulatively considerable.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

New Infrastructure That Exacerbates Fire Risk

- The proposed project, combined with other cumulative projects, would not 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.

Impact Analysis

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 proposed project would not require the installation of associated infrastructure that would exacerbate fire risk, but would implement fuel modification zones around its perimeter to protect the project site and the surrounding area from encroachment by wildfire, the proposed project's contribution to wildfire impacts from the installation of infrastructure would be less than cumulatively considerable.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

Flooding and Landslide Hazards Due to Post-Fire Slope Instability/Drainage Changes

- The proposed project, combined with other cumulative projects, would not 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.

Impact Analysis

All cumulative 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 proposed project would not expose people or structures to significant risks due to post-fire slope instability or drainage changes, the proposed project's contribution to post-fire wildfire impacts would be less than cumulatively considerable.

MITIGATION MEASURES

No mitigation measures are required.

Level of Significance: Impacts would be less than significant.

5.17.6 Significant Unavoidable Impacts

No significant unavoidable impacts related to wildfire have been identified.

INTENTIONALLY LEFT BLANK

6.0 Effects Found Not To Be Significant

Section 15128 of the California Environmental Quality Act (CEQA) Guidelines requires an Environmental Impact Report (EIR) to briefly state 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 factors that were found to not be significant and were not discussed in Sections 5.1 through 5.17 of this Draft EIR. These discussions address the CEQA Guidelines Appendix G threshold questions for each of the environmental topic areas where the proposed project would result in either a less than significant impact or no impact.

6.1 Agricultural and Forestry Resources

a) Would the project covert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. Per the California Department of Conservation's (DOC) Farmland Mapping and Monitoring Program (FMMP), the proposed project site is located on land designated 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).[147] Construction and operation of the proposed project would not result in a change to the land 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.

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

No Impact. The proposed project site is not located on land under a Williamson Act Contract and is not located on land zoned for agricultural use.[148] The proposed project would be located within the Civic Arts Plaza Specific Plan (SP-11) area and is zoned by SP-11. Most of the project site is designated "Institutional" per the Thousand Oaks General Plan 2045 Land Use Element. A small portion of the project site located at 1868 East Thousand Oaks Boulevard is located within the Thousand Oaks Boulevard Specific Plan (SP-20) area, is zoned by SP-20, and is designated as Commercial Neighborhood. No changes are proposed to the zoning or land use designation of this parcel. The proposed project includes a General Plan Amendment to change the land use designation of a 5.33-acre portion of the project site from "Institutional" to "Mixed-Use". The project also includes a Specific Plan Amendment to revise the SP-11 subarea boundaries, associated acreages, text, exhibits regarding development and design standards, and procedures for minor or major changes to entitlements under SP-11, specifically within the proposed new Downtown Core Subarea (i.e., Subareas B, C, and E) between Conejo School Road and the western project boundary. The project does not propose adding any zoning for agricultural use to the project site. As a result, implementation of the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. 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. The proposed project would be

[147] California Department of Conservation, *California Important Farmland Finder*. 2025. https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed May 1, 2025.
[148] California Department of Conservation, *Williamson Act Enrollment Finder*. 2025. https://maps.conservation.ca.gov/dlrp/WilliamsonAct/App/. Accessed October 9, 2025.

located within SP-11, which would be amended to accommodate the proposed project upon project implementation. SP-11 does not currently contain any zoning designations for forest land or timberland, and no such designations are proposed. Project implementation would not affect any existing lands zoned for forest land, timberland, or timberland production. Therefore, no impact would occur.

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

No Impact. 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. The proposed project would be located within SP-11, which would be amended to accommodate the proposed project upon project implementation. SP-11 does not currently contain any zoning designations for forest land or timberland, and no such designations are proposed. There is no forest land located on-site. Project implementation would not convert timberland or forested land to other uses. Therefore, no impact would occur.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. 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.

6.1.1 Cumulative Impacts

As described above, the proposed project would not impact Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, be located on land under a Williamson Act, or impact forest land or timberland. The proposed project and cumulative projects are located in areas designated by the California DOC FMMP as Urban/Built Up Land or "Other 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 or forestry resources.

6.2 Mineral Resources

a) Would the project expose result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

No Impact. 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 Mineral Resource Zone 1 (MRZ-1). [149] 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. 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. 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. [150] Additionally, the project area is predominantly developed by commercial and institutional uses and is not available as a mining site. Therefore, the proposed project would not result in the loss of availability of a known mineral resource, and no impact would occur.

[149] Marquis, Greg. California Geological Survey. Mineral Resource Zone Map for Portland Cement Concrete Aggregate in the Western Ventura County and Simi Production-Consumption Region. 2022. https://www.conservation.ca.gov/cgs/Documents/Publications/Special-Reports/SR_253-MLC-WesternVenturaCountySimiPCR-2022-Plate01-MRZs-a11y.pdf. Accessed October 9, 2025.
[150] United States Geologic Survey. Mineral Resources Data System. https://mrdata.usgs.gov/mrds/map-graded.html. Accessed October 9, 2025.

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. The proposed project area is not currently used for mineral extraction and is not known as a locally important resource recovery site. Additionally, according to the General Plan Conservation Element, no significant mineral resources have been identified within the City's Planning Area.[151] Further, the project area is not delineated in the General Plan for mineral resource recovery uses. Therefore, no impact would occur.

6.2.1 Cumulative Impacts

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 4-1, the proposed project's contribution would not be cumulatively considerable and would not result in a cumulative impact, because the proposed project would not interfere with or obstruct access to mineral resources in the area.

[151] City of Thousand Oaks. *2045 General Plan Update Environmental Impact Report.* August 2023.

INTENTIONALLY LEFT BLANK

7.0 Other CEQA Considerations

7.1 Long-Term Implications of the Proposed Project

Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15126.2, the following is a discussion of both short-term construction-related impacts and long-term impacts of the project. If the proposed project is approved and implemented, a variety of short- and long-term impacts would occur on a local level. During project grading and construction, portions of surrounding uses may be temporarily impacted by dust and noise. There may also be an increase in vehicle pollutant emissions caused by grading and construction activities. However, these disruptions would be temporary and may be avoided or lessened to a large degree through mitigation cited in this Environmental Impact Report (EIR) and through compliance with the established regulatory framework; refer to Section 5.0, Environmental Analysis, and Section 6.0, Effects Found Not To Be Significant.

The proposed project would create long-term environmental consequences associated with the proposed project, which would involve two components: (1) development of two mixed-use buildings, a hotel, a park, a restaurant, associated infrastructure, hardscape, landscaping, and site improvements (herein referenced as the "development component"), and (2) development of a bandshell and associated amphitheatre, the adaptive reuse of the existing Civic Arts Complex (CAP), and the temporary relocation of City of Thousand Oaks (City) staff and in-person public services associated with the existing City Hall to off-site location(s) within existing permitted office space within City boundaries (herein referenced as the "adaptive reuse, outdoor amphitheatre, and temporary relocation components"). Project development and subsequent long-term effects may impact the physical, aesthetic, and human environments. Long-term physical consequences of development include increased traffic volumes, increased noise from project-related mobile (traffic) and stationary (mechanical, landscaping, recreational, etc.) sources, hydrology and water quality impacts, and increased energy and natural resource consumption. Incremental degradation of local and regional air quality could also occur due to mobile source emissions generated from project-related traffic, and stationary source emissions generated from the consumption of natural gas and electricity. However, as concluded in Section 5.0 and Section 6.0, the project's impacts would be less than significant following compliance with the established regulatory framework and recommended mitigation measures. Therefore, with the exception of air quality and transportation impacts, the proposed project would not have significant long-term implications in this regard.

7.2 Significant and Unavoidable Impacts

According to CEQA Guidelines Section 15126(b) and 15126.2(c), an EIR is required to discuss significant and unavoidable environmental effects, including those that can be mitigated but not reduced to a level of insignificance. Specifically, as stated in CEQA Guidelines Section 15126.2(c), an EIR must:

> Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.

The following significant and unavoidable impacts of the proposed project are discussed in Section 5.2, Air Quality, and Section 5.14, Transportation. Refer to those discussions for further details and analyses of the significant and unavoidable impacts identified below:

- Impact AQ-1: The proposed project would conflict with or obstruct implementation of the applicable air quality plan;

- Impact AQ-2; The proposed project would 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;
- Cumulative Impact (AQ-1): The proposed project, combined with other cumulative projects, would conflict with or obstruct implementation of the applicable air quality plan;
- Cumulative Impact (AQ-2): The proposed project, combined with other cumulative projects, would result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable federal or State ambient air quality standard;
- Impact T-2; The proposed project would conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b); and
- Cumulative Impact (T-2): The proposed project, combined with other cumulative projects, would conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b).

A discussion regarding the implications of the proposed project's impacts and the reasons why the project is being proposed, notwithstanding its effects, is described in Section 8.0, Alternatives to the Proposed Project.

7.3 Irreversible Environmental Changes That Would Be Involved in the Proposed Action Should It Be Implemented

According to CEQA Guidelines Sections 15126(c) and 15126.2(d), an EIR is required to address any significant irreversible environmental changes that would occur should the proposed project be implemented. As stated in CEQA Guidelines Section 15126.2(d):

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter likely. Primary impacts and, particularly, secondary impacts [such as highway improvement which provides access to a previously inaccessible area] generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

The environmental impacts associated with the project are analyzed in Section 5.0 and Section 6.0. The project site is currently developed and built out. Construction of the development component, future development of the adaptive reuse and outdoor amphitheatre components, and future temporary operations of the temporary relocation component would consume limited, slowly renewable, and non-renewable resources. This consumption would occur during the construction phase and would continue throughout the project's operational lifetime. For the temporary relocation component, this consumption would be temporary in nature as long-term operations would return to the project site upon the completion of construction. The project would require a commitment of resources, including: building materials; fuel and operational materials/resources; and transportation of goods and people to and from individual development and temporary relocation sites. Construction would require the consumption of resources that are not renewable or which may renew so slowly as to be considered non-renewable. These resources include, but are not limited to, lumber and other forest products; aggregate materials used in concrete and asphalt; metals; and water. Fossil fuels such as gasoline and oil would also be consumed in the use of construction vehicles, passenger vehicles, and equipment.

The project would consume resources similar to those currently consumed within the City (e.g., energy resources such as electricity and natural gas, as well as petroleum-based fuels required for vehicle trips and water). Fossil fuels would represent the primary energy source associated with construction, ongoing operation, and the temporary relocation component, and the existing, finite supplies of these natural resources would be incrementally reduced. Future

operations of the development component, adaptive reuse and outdoor amphitheatre components, and future temporary operations of the temporary relocation component would occur in accordance with California Code of Regulations Title 24 Part 6, which sets forth conservation practices that would limit energy consumption. Nonetheless, the project's energy requirements represent a long-term commitment of essentially non-renewable resources.

No construction activities are known at this time that would be associated with the temporary relocation component. However, it should be noted that tenant improvements may occur in the future which would be associated with the temporary relocation component. Additionally, future construction activities associated with the implementation of the development component and future development of the adaptive reuse and outdoor amphitheatre components could release hazardous materials into the environment through reasonably foreseeable upset and accidental conditions; refer to Section 5.8, Hazards and Hazardous Materials. However, demolition, grading, and excavation activities would be subject to established regulatory standards to ensure that hazardous materials are not released into the environment. Compliance with the established regulatory framework would protect against a significant and irreversible environmental change resulting from the accidental release of hazardous materials.

In conclusion, the development of the proposed project would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, which would limit the availability of these resource quantities for future generations or for other uses during the life of individual developments. It is noted that the continued use of such resources would be on a relatively small scale in a regional context. Although irreversible environmental changes would result from project implementation, such changes would not be considered significant.

7.4 Growth-Inducing Impacts

CEQA Guidelines Section 15126(d) and 15126.2(e) require that an EIR analyze a project's growth-inducing impacts. Specifically, CEQA Guidelines Section 15126.2(e) requires that an EIR:

> 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.

It should be noted that while CEQA does require an EIR to "discuss the ways" a project could be growth-inducing and "discuss the characteristics of some projects that may encourage…activities that could significantly affect the environment," CEQA does not require an EIR to predict (or speculate) specifically where such growth would occur, in what form it would occur, or when it would occur. Answering such questions would require speculation, which CEQA discourages; see CEQA Guidelines Section 15145, Speculation.

Pursuant to Sections 15126(d) and 15126.2(e) of the CEQA Guidelines, this section of the Draft EIR is provided to examine how the proposed project could foster economic or population growth through the construction of additional housing, either directly or indirectly. The analysis considers whether the proposed project would remove obstacles to population growth (such as infrastructure expansions) or encourage/facilitate other activities that could significantly affect the environment. Not all aspects of growth inducement are negative; instead, negative impacts associated with growth inducement occur only where the growth related to the project would cause adverse environmental impacts. Growth-inducing impacts fall into two categories: direct or indirect. Direct growth-inducing impacts are generally associated with providing urban services to an undeveloped area. Indirect, or secondary, growth-inducing impacts

consist of growth induced in the region by additional demand for housing, goods, and services associated with a population increase caused by or attracted to a new project. This analysis provides an overall discussion of project impacts and considers utility infrastructure and circulation to determine whether the project would result in direct or indirect growth inducement.

7.4.1 Removal of an Impediment to Growth

The proposed project would increase demands for public services (i.e., fire and police protection, schools, parks and recreational facilities, and libraries) and utility and service systems (i.e., water, wastewater, stormwater, and solid waste). As detailed in Section 3.9.12, Drainage, through 3.9.19, Fire Resistance Features, several infrastructure connections and improvements, including water, sewer, storm drain, electrical, and gas lines, are proposed to accommodate the project. However, as detailed in Section 5.13, Public Services/Recreation and Section 5.16, Utilities and Service Systems, the project site is already served by essential public services and utilities. Thus, the proposed infrastructure improvements would primarily rely upon the existing network of utilities and service systems in the project area and would not establish an essential public service to an area, leading to the removal of obstacles to growth. It should be noted that the development component would include a police depot and a public library outpost. However, the police depot currently exists on-site and would only consist of minor redevelopment. It is acknowledged that the public library depot is not an existing use on-site; however, this component would only consist of minor development activity. Thus, project implementation would not result in the removal of an impediment to growth through the establishment of an essential public service to an area.

Regional access to the site is provided via the Ventura Freeway (Highway 101). Local access is provided via Thousand Oaks Boulevard and Conejo School Road. Additionally, while the project site can currently be accessed by existing roadways, the project proposes roadway improvements that would enhance access to the project area; refer to Section 5.14. Overall, the proposed project would not remove impediments to growth by establishing essential public services and providing improved access to the project area.

7.4.2 Economic Growth

As indicated in Section 5.12, Population and Housing, buildout of the proposed project could increase the City's existing population by approximately 891 persons, or 0.73-percent, through buildout of the project (expected in 2032; actual build-out would be subject to market and economic conditions and infrastructure timing and may vary from the phasing currently anticipated). The projected population growth is anticipated to increase sales taxes, with resultant increases in the City's revenue base. Additionally, the proposed non-residential land uses are forecast to create approximately 231 new jobs through project buildout; refer to Section 5.12. The projected growth in non-residential floor area and employment would foster economic expansion and increase the City's revenue base through the City's business license tax, utility user taxes, property taxes, and sales taxes.

Given the mixture of commercial, institutional, and residential uses, the project would bring people closer to existing jobs, entertainment, and employment centers, as well as proximity to an established transit system. Residents of the proposed project would seek dining, entertainment, employment, home improvement, and other economic opportunities in the City and the surrounding area. This increased demand for such economic goods and services may encourage the creation of new businesses and/or the expansion of existing businesses that address these needs. More importantly, existing shopping, entertainment, and employment centers in the immediate project area would serve future residents. Overall, economic growth could occur within the project area due to project implementation. However, economic growth would generally be considered a beneficial impact on the region. Moreover, given the built-out nature of the site and its vicinity, future economic effects are not expected to significantly affect the environment.

7.4.3 Population Growth

A project can induce population growth in an area either directly (i.e., by proposing new homes or businesses) or indirectly (i.e., through the extension of roads or other infrastructure). The project site is located in a developed area of the City and the project would not involve the extension of roads or other infrastructure into undeveloped areas; refer above to the "Removal of an Impediment to Growth" section. However, the proposed development would have the potential to induce direct growth in the City's population.

As detailed in Section 5.12, buildout of the proposed project would allow up to 240 additional dwelling units in the City and would introduce up to 891 additional residents. The additional residents would increase the City's population over existing conditions (2025) from approximately 122,468 to 123,359 residents, an approximately 0.73-percent increase. Additionally, the buildout of the development component would allow up to 157,512 square feet of non-residential development (i.e., commercial/retail), and buildout of the adaptive reuse component would allow up to 24,970 square feet of commercial development. As such, the proposed project would foster population growth through new housing and new businesses and is considered growth-inducing with respect to population growth.

7.4.4 Precedent-Setting Action

The proposed project would require a General Plan Amendment, Specific Plan Amendment, Tentative Tract Map, New Development Permit, Protected Tree Permit, Special Use Permit, as well as future actions, including a Development/Purchase Agreement, entitlements for future project components, Minor/Major Modifications, and approval and recordation of a Final Subdivision Map. Discretionary approvals would also be required from non-City agencies; refer to Section 3.11, Discretionary Actions and Required Approvals. The approval of these discretionary actions would not set a precedent that would make it more likely for other projects in the City to gain approval of similar applications. For example, a future project in the City requesting to redesignate a site would need to undergo the same environmental review as the proposed project and mitigate potentially significant environmental impacts on a project-level. The proposed discretionary approvals would only regulate future land development within the project site by changing the land use designation of a 5.33-acre portion of the project site from Institutional to Mixed-Use and adjusting the language to allow an exception to the height maximum required by the Mixed-Use Land Use Designation. Moreover, the proposed discretionary approvals would allow for revised SP-11 subarea boundaries, associated acreages, text, exhibits regarding development and design standards, and procedures for minor or major changes to entitlements under Civic Arts Plaza Specific Plan (SP-11), specifically within the proposed new Downtown Core Subarea (i.e., Subareas B, C, and E) between Conejo School Road and the western project boundary. While the project would result in the development of commercial, institutional, and residential uses, the site is located near existing commercial, residential, and institutional uses that would be compatible with the proposed mix of land uses. Further, future projects with similar required discretionary actions would also be subject to applicable environmental review on a project-by-project basis. Implementation of the proposed project would not establish a procedure that would make future re-designations and/or rezones easier, and it would be speculative to determine any such effect. As such, the proposed project would not involve a precedent-setting action that could significantly affect the environment.

7.4.5 Development or Encroachment of Open Space

The project site is currently occupied with a variety of uses, including the existing City Hall government offices, police outpost, County Clerk offices, a 1,800-seat performing arts complex (Kavli Theatre), a 394-seat mid-size theatre (Scherr Forum), and several outdoor terraces separated by a large water feature and stepped landscape planters. A separate six-story parking structure, which contains approximately 760 parking spaces, is located close to the freeway and serves the CAP, including the existing theatres. Landscaped xeriscape lawns cover the setback areas between the buildings and Thousand Oaks Boulevard. The project site has 122 existing protected trees within the proposed area of disturbance, including 31 valley oaks, 77 coast live oaks, one (1) holly oak, five (5) California sycamores, and eight (8) toyons that are considered "Landmark" trees according to Thousand Oaks Municipal Code (Municipal Code) Section 9-

4.4302. The project site is designated "Institutional" per the Thousand Oaks General Plan 2045 (General Plan) Land Use Element and is zoned and regulated by SP-11, which governs development of the property, except for the property at 1868 East Thousand Oaks Boulevard, which is designated as "Commercial Neighborhood" and zoned "Thousand Oaks Boulevard Specific Plan (SP-20)"; refer to Exhibit 3-3, Existing Land Use Designations.

It is acknowledged that across the site, the project proposes a cohesive plant palette of grasses, succulents, and native species that spans 26,807 square feet, arranged in clusters among locally sourced boulders. This composition reinforces water-wise design principles and reduces fire risk. Three species of native oak trees would be planted throughout Subarea E. Main Street and Carpenter Park, anchoring the space with shade, structure, and enduring character. Additional trees would enhance the property's natural features, while select street trees along West Main Street would be chosen for their ability to thrive in the narrower spaces between buildings. As such, the project would not develop or encroach on an isolated or adjacent area of open space.

7.4.6 Summary

In summary, project implementation is not considered growth-inducing with respect to removing an impediment to growth, fostering economic expansion or growth, establishing a precedent-setting action, or encroaching into an isolated area of open space. However, the project is considered growth-inducing with respect to fostering direct population growth as a result of new residents on-site and indirectly through increased employment opportunities associated with non-residential use. Not all aspects of growth inducement are negative; instead, negative impacts associated with growth inducement occur only where the growth related to the project would cause adverse environmental impacts. As analyzed throughout Section 5.0 and Section 6.0, implementation of the proposed project would not result in any significant and unavoidable environmental impacts with the implementation of recommended mitigation, other than air quality and transportation. Despite compliance with recommended mitigation measures (MMs), including MM AQ-1, MM AQ-2, and MM AQ-3, air quality-related impacts would remain significant and unavoidable. Transportation-related impacts would also remain significant and unavoidable, and mitigation measures would not be feasible.

The proposed project would be consistent with the City's long-term growth projections, such as the City's General Plan. Specifically, as indicated in Table 5.12-11, Proposed Project Buildout Compared to General Plan EIR Buildout, the total project buildout would remain within General Plan population, housing, and employment projections for the City. It would not lead to other, off-site induced growth. The proposed project does not involve uses that could directly or indirectly result in growth-inducing impacts or other environmental effects not otherwise disclosed in this EIR. The proposed project entitlements are site-specific and do not affect the development standards of any other property. The development of the proposed project would not indirectly cause significant growth, nor is it anticipated that the addition of these new residents and employees would indirectly trigger additional population growth in the area. Overall, the proposed project's growth-inducing impacts would not be considered substantial.

8.0 Alternatives to the Proposed Project

Under the California Environmental Quality Act (CEQA), the identification and analysis of alternatives to a project is a fundamental part of the environmental review process. CEQA Public Resources Code Section 21002.1(a) establishes the need to address alternatives in an Environmental Impact Report (EIR) by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is…to identify alternatives to the project", which could avoid or substantially lessen the project's significant effects.

Direction regarding the definition of project alternatives is provided in the CEQA Guidelines as follows:

> An 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.[152]

The CEQA Guidelines emphasize that the selection of project alternatives be based primarily on the ability to reduce significant effects relative to the proposed project, "even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly."[153] The CEQA Guidelines further direct that the range of alternatives be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are addressed.[154]

In selecting project alternatives for analysis, potential alternatives must pass a test of feasibility. CEQA Guidelines Section 15126.6(f)(1) states that:

> Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site…

Beyond these factors, the CEQA Guidelines require the analysis of a "no project" alternative and an evaluation of alternative location(s) for the project, if feasible. Based on the alternatives analysis, an environmentally superior alternative is to be designated. If the environmentally superior alternative is the No Project Alternative, then the EIR shall identify an environmentally superior alternative among the other alternatives.[155] In addition, CEQA Guidelines Section 15126.6(c) requires that an EIR identify any alternatives that were considered for analysis but rejected as infeasible and discuss the reasons for their rejection.

The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making. The range of potential alternatives to the proposed project shall also include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. Among the factors that may be considered when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, General Plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to an alternative site (or if the site is already owned by the proponent). Only locations that would avoid or

[152] CEQA Guidelines Section 15126.6(a).
[153] CEQA Guidelines Section 15126.6(b).
[154] CEQA Guidelines Section 15126.6(f).
[155] CEQA Guidelines Section 15126.6(e)(2).

substantially lessen any of the project's significant effects need be considered for inclusion. An alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative need not be considered. Additionally, an analysis of whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location should be considered pursuant to CEQA Guidelines Section 15126.6(f)(2)(B). Only locations that would avoid or substantially lessen any of the significant effects of the project need to be considered for inclusion in the EIR.

Potential environmental impacts associated with the following alternatives are compared to the project's impacts in this section:

- Alternative 1 – No Project Alternative;
- Alternative 2 – Existing Culvert to Remain Alternative; and
- Alternative 3 – Alternative Unit Mix Alternative.

These alternatives were selected based on their potential to implement certain components of the project, to accomplish some or most of the basic objectives of the project, and avoid or substantially lessen one or more of the proposed project's significant effects. For example, the No Project Alternative is considered to enable the decision-makers to compare the impacts of approving the project with the impacts of not approving the project. Throughout the following analysis, the alternatives' impacts are analyzed for each environmental issue area, as examined in Section 5.1, Aesthetics, through Section 5.17, Wildfire, of this Draft EIR. In this manner, each alternative can be compared to the project on an issue-by-issue basis. A table is included at the end of this section that provides an overview of the alternatives analyzed and a comparison of each alternative's impact in relation to the project. This section also identifies alternatives that were considered by the Lead Agency but were rejected as infeasible during the scoping process. Factors used to eliminate alternatives from detailed consideration include failure to meet most of the basic project objectives, infeasibility, or inability to avoid significant environmental impacts. Section 8.4.4, Environmentally Superior Alternative, identifies the "environmentally superior" alternative, as required by the CEQA Guidelines.

As discussed throughout Section 5.0, Environmental Analysis, and Section 6.0, Other CEQA Considerations, of this Draft EIR, the proposed project would result in significant and unavoidable impacts related to air quality and transportation. Therefore, the Alternatives analysis considers those significant impacts of the proposed project that could be reduced in the development of viable Project Alternatives. The analysis herein also considers those significant impacts of the proposed project that could be reduced to less-than-significant levels, with mitigation, as well as those resource areas of the proposed project discussed in Section 5.0 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.

8.1 Project Objectives

An EIR must only discuss in detail an alternative that is capable of feasibly attaining most of the basic objectives associated with the action, while at the same time avoiding or substantially lessening any of the significant effects associated with the proposed project. Below is a summary of the project objectives, as provided in Section 3.6, Project Goals and Objectives.

- Provide a mixed-use community on the project site, located within the General Plan Downtown Subarea, of sufficient residential and commercial density to generate consistent activity, stimulate economic growth, and catalyze future private reinvestment in the surrounding area, thereby making best economic use of City-owned parcels and increasing tax revenues in support of City services.
- Provide flexible public spaces for community and cultural events like farmers' markets, performances, and gatherings throughout the day, which position the project site as the premier destination for civic, cultural, and entertainment uses.
- Renovate and rehabilitate the existing City Hall administrative offices in a manner that facilitates improved City service delivery, public wayfinding, governmental transparency, efficiency, and accessibility, and encourages public participation in civic life.
- Provide market-rate affordable housing units to help alleviate the State's housing crisis and support the City's Regional Housing Needs Assessment (RHNA) goals.
- Provide a new hotel use of sufficient scale and density to support the performing arts venues on the site by creating overnight accommodation for visitors and/or performers, increasing daily visitors to support commercial businesses within the downtown area; and to maximize new transient occupancy tax revenues to the City.
- Incentivize alternative modes of travel such as rideshare, bicycling, and walking to, from, and within the site by consolidating parking, providing pedestrian-focused street design, and including active ground-floor commercial or entertainment uses in all structures.
- Position new development to screen the existing parking garage from view from Thousand Oaks Boulevard and neighboring properties.

8.2 Summary of Significant Impacts

Pursuant to CEQA Guidelines Section 15126.6(a), an EIR shall describe a range of reasonable alternatives to the project which would feasibly attain most of the basic objectives of the project and would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. Only those impacts found significant and unavoidable are relevant in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. As detailed in Section 5.1 through Section 5.17 of this Draft EIR, project implementation would result in the following significant and unavoidable impacts despite implementation of existing regulations and mitigation measures:

- Air Quality
    - Impact AQ-1: Air Quality Management Plan (AQMP) Consistency
    - Impact AQ-2: Cumulative Criteria Air Pollutant Emissions
        - Mitigation AQ-1: Tier 4 Construction Equipment
        - Mitigation AQ-2: Architectural Coatings
        - Mitigation AQ-3: Electric Landscaping Equipment
    - Cumulative air quality impacts
- Transportation
    - Impact T-2: Vehicle Miles Traveled (VMT)
    - Cumulative VMT impacts

The following impacts were found to be potentially significant prior to mitigation, but less than significant with the incorporation of mitigation measures. A brief identification of the type of mitigation is provided (see individual analysis Sections for the full text of the impacts and mitigation measures):

- Aesthetics
    - Impact AES-3: Consistency with Scenic Quality Regulations and Visual Character
        - Mitigation BIO-4: Tree Protection Plan Compliance
    - Impact AES-4: Light and Glare
        - Mitigation AES-1: Photometric Plan
- Air Quality
    - Impact AQ-3: Sensitive Receptors Exposure to Toxic Air Contaminant Concentrations
        - Mitigation AQ-1: Tier 4 Construction Equipment
- Biological Resources
    - Impact BIO-1: Special-Status Species
        - Mitigation BIO-1: Pre-Construction Bird Surveys
        - Mitigation BIO-2: Special-Status Bat Species Habitat Assessment Survey and Emergence Survey(s)
        - Mitigation BIO-3: Pre-Construction Crotch's Bumble Bee Surveys
    - Impact BIO-5: Local Biological Resources Policies/Ordinance Consistency
        - Mitigation BIO-4: Tree Protection Plan Compliance
- Cultural Resources
    - Impact CUL-1: Historic Resources
        - Mitigation CUL-1: Worker Environmental Awareness Program
        - Mitigation CUL-2: Unanticipated Discovery of Cultural Resources
    - Impact CUL-2: Archaeological Resources
        - Mitigation CUL-1
        - Mitigation CUL-2
- Geology and Soils
    - Impact GEO-1: Seismic-Related Hazards
        - Mitigation GEO-1: Geotechnical Investigation Recommendations
    - Impact GEO-3: Unstable Geologic Unit or Soil
        - Mitigation GEO-1
    - Impact GEO-4: Expansive Soils
        - Mitigation GEO-1
    - Impact GEO-6: Paleontological Resources
        - Mitigation GEO-2: Technical Paleontological Assessment
- Greenhouse Gases
    - Impact GHG-1: Greenhouse Gas Emissions Generation
        - Mitigation AQ-2
        - Mitigation AQ-3
- Noise
    - Impact NOI-1: Substantial Noise Increase In Excess of Standards
        - Mitigation NOI-1: Project-Specific Detailed Noise Impact Study for Amphitheatre
- Tribal Cultural Resources
    - Impact TCR-1: Tribal Cultural Resources

- Mitigation CUL-1
- Mitigation CUL-2

8.3 Alternatives Considered But Rejected

In accordance with CEQA Guidelines Section 15126.6(c), an EIR should identify alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for rejection. According to the CEQA Guidelines, "among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts." The following Alternatives were considered and rejected for reasons stipulated in the following text:

8.3.1 Alternative Project Site

CEQA requires a discussion of alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is evaluating whether any of the significant effects of the project would be avoided or substantially lessened by developing the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines Section 15126[5][B][1]). In general, the development of the proposed project would have similar impacts related to air quality regardless of where it is developed within City boundaries, due to the density and scale proposed, and the construction phases required as a result of funding timelines. Without a site-specific analysis, impacts on aesthetics, biological resources, cultural resources, geology and soils, greenhouse gases, noise, transportation, and tribal cultural resources cannot be adequately evaluated.

The proposed project is a multiple-phase development of a new downtown area for the City that would include 240 residential units in two new mixed-use buildings, a new 142-room hotel, a new restaurant, a new bandshell and amphitheatre, the redevelopment of 84,150 square feet of office space in the existing Civic Arts Plaza complex, the development of 80,546 square feet of commercial space, including entertainment uses, public amenities such as a park plaza, and supporting infrastructure such as new roadways, reconfigured utilities, and stormwater management. The project would include the partial reconstruction of City Hall. Developing a centralized downtown with two mixed-use buildings, a hotel, public amenity space, a restaurant, and substantial commercial and office use square footage in a different location or alternative project site would not meet the fundamental project objective of developing economically viable uses and a mixed-use community in the General Plan Downtown Subarea. This alternative would also not meet the project objectives of renovating and rehabilitating the existing City Hall, screening the existing parking garage from view from neighboring roadways and properties, and providing a hotel venue for the existing performing arts venues on-site.

Additionally, the City does not own another large, underutilized site within the area designated by the General Plan as the location of the future Downtown Subarea. The proposed project site was selected as an appropriate location for the development of the proposed uses because of the size of the site, the location of the site in proximity to other uses in the City and major roadways, and the presence of the existing Civic Arts Plaza complex on-site. The 2045 General Plan Update, adopted in 2023, identified the Civic Arts Plaza complex as the ideal location for a future downtown in which a variety of uses could be located to generate civic engagement, economic opportunity, and address housing needs.

Moreover, CEQA Guidelines Section 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 proposed project at an alternative location would substantially lessen a significant environmental impact. Therefore, this alternative is not considered feasible since the City does not own another suitable site in the intended Downtown

Subarea that would achieve the underlying purpose and objectives of the proposed project. Thus, an Alternative Project Site Alternative has been eliminated from further consideration.

8.4 Alternatives Considered

Potential environmental impacts associated with the following alternatives are compared to the project's impacts:

- Alternative 1 – No Project Alternative;
- Alternative 2 – Existing Culvert to Remain Alternative; and
- Alternative 3 – Alternative Unit Mix Alternative.

Alternative 1 is mandated by CEQA, while Alternatives 2 and 3 were selected based on their potential to implement certain components of the project to accomplish some or most of the basic objectives of the project and avoid or substantially lessen one or more of the proposed project's significant effects.

Through the following analysis, the alternatives' impacts are analyzed for each environmental issue area, as examined in Section 5.1, Aesthetics/Light and Glare, through Section 5.17, Wildfire, of this EIR. In this manner, each alternative can be compared to the project on an issue-by-issue basis. A table is included at the end of this section that provides an overview of the alternatives analyzed and a comparison of each alternative's impact in relation to the project.

8.4.1 Alternative 1 - No Project Alternative

In accordance with the CEQA Guidelines, "the no project analysis shall discuss the existing conditions…, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." The CEQA Guidelines continue to state that "in certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained." The No Project Alternative includes a discussion and analysis of the existing baseline conditions at the time the Notice of Preparation (NOP) was published on September 11, 2025. The No Project scenario is described and analyzed to enable the decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.

Under the No Project Alternative, the proposed development, adaptive reuse, outdoor amphitheatre, and temporary relocation components would not occur. The site's current General Plan land use designation (Institutional) would remain in place. The proposed Civic Arts Plaza Specific Plan (SP-11) amendments would not be adopted, and the subareas within the site that are designated by the current SP-11 would remain the same. Given that the site is currently developed with uses consistent with the existing land use designation and zoning (i.e., the Civic Arts Plaza complex, including City Hall), it is reasonably expected that buildout of the site under existing designations and zoning would be the same as existing conditions. The site would continue to operate as an institutional use center with City Hall services, performing arts venues, public park space, and three commercial tenants located along Thousand Oaks Boulevard. The existing structures on-site would remain, the undeveloped space located west of Dallas Drive, north of the existing parking structure, and south of the commercial buildings along Thousand Oaks Boulevard would remain undeveloped and underutilized, and no development would occur. Similar to the proposed project, the existing use at 1868 East Thousand Oaks Boulevard would remain.

Unlike the proposed project, the No Project Alternative would not require a General Plan Amendment, Specific Plan Amendment, Tentative Tract Map, Protected Tree Permit, Special Use Permit, Final Subdivision Map, entitlements, Development/Purchase Agreement, Landscape Plan Check, Drainage Plan, Water and Sewer Plan, Water Quality Management Plan, Infrastructure Plans/Permits, Grading Permits, Building Permits, Major/Minor Modifications, encroachment permits, Fire Protection Clearances, or NPDES permit.

The following discussion evaluates the potential environmental impacts associated with the No Project Alternative, as compared to impacts from the proposed project.

Impact Comparison to the Proposed Project

Aesthetics/Light and Glare

The existing visual character of the project site is illustrated in the following exhibits: Exhibit 5.1-1a, Existing Site Conditions – Civic Arts Plaza, Exhibit 5.1-1b, Existing Site Conditions – Parking Structure, and Exhibit 5.1-1c, Existing Site Conditions – Thousand Oaks Boulevard. The short-term visual impacts associated with grading and construction activities that would occur with the proposed project would not occur with the No Project Alternative. Therefore, the project's construction-related impacts to the visual character/quality of the project site and its surroundings would be avoided.

The project site's long-term visual character would be altered with the proposed project, because the existing Civic Arts Plaza complex would be partially redeveloped to accommodate the adaptive reuse of the City Hall facilities, a new bandshell and amphitheatre and a restaurant would be constructed where there is existing public park space and landscaping, a new hotel and a new mixed-use building would be constructed in the undeveloped area located north of the existing parking structure, a new mixed-use building would be constructed along the site's northern frontage with Thousand Oaks Boulevard, and new roadways, pedestrian walkways, landscaping, and parking spaces would be provided throughout the site. Project implementation would alter the visual character of the site and its surroundings, as three of the existing commercial uses located along Thousand Oaks Boulevard would be demolished. Surrounding land uses provide a mix of uses, including residential, commercial, and service-oriented uses. Implementation of the project would modernize the visual character of the project area and would not significantly impact viewsheds or scenic resources because of the slope of the site, the orientation of the proposed development, and the type, massing, and scale of surrounding uses (refer to Section 5.1, Aesthetics and Light/Glare). Implementation of the proposed project would require the removal of on-site trees, which contribute to the visual character of the City; therefore, Mitigation Measure BIO-4 (Tree Protection Plan Compliance) is required to reduce potential impacts to scenic resources and the visual character of the site to less than significant.

However, the long-term visual character of the project site and the presence of existing trees at the site would not be altered with the No Project Alternative, because no construction activities would occur, and the project site would remain in its current condition. The project's less than significant impacts with mitigation incorporated on the area's visual character/quality and scenic resources would be avoided with the No Project Alternative.

Additionally, the proposed project would introduce new nighttime lighting to areas of the project site where no lighting is currently present; Mitigation Measure AES-1 (Photometric Plan) is required to reduce impacts related to light and glare to less than significant. The project's less than significant impacts with mitigation incorporated would be avoided with the No Project Alternative.

The No Project Alternative would have less environmental impacts compared to the proposed project regarding aesthetics/light and glare, given it would avoid less than significant impacts with mitigation incorporated to short-term visual character/quality, long-term visual character/quality, scenic resources, and light/glare.

Air Quality

The proposed project would result in an increase of construction and operational emissions at the project site due to the grading required for project implementation and the scale of the project. Even with implementation of mitigation measures (Mitigation AQ-1: Tier 4 Construction Equipment, Mitigation AQ-2: Architectural Coatings, and Mitigation AQ-3: Electric Landscaping Equipment), the proposed project would have significant and unavoidable impacts related to AQMP Consistency, Cumulative Criteria Air Pollutant Emissions, and cumulative air quality impacts. Prior to the implementation of Mitigation AQ-1, the proposed project would have potentially significant impacts on Sensitive

Receptors Exposure to Toxic Air Contaminant Concentrations; implementation of Mitigation AQ-1 would reduce these impacts to less than significant. The proposed project would have less than significant impacts on odor.

The No Project Alternative would not involve construction or site improvements and would therefore not alter the existing site conditions or generate emissions above baseline conditions that could impact air quality. The No Project Alternative would not include any site disturbance and would avoid potential impacts to the AQMP, net increase of criteria pollutants, exposure of sensitive receptors to substantial pollutant concentrations, and cumulative air quality impacts as a result of construction. The No Project Alternative would have less environmental impacts compared to the proposed project regarding air quality.

Biological Resources

The proposed project would result in the removal of existing on-site trees and structures. Prior to implementation of mitigation measures, the proposed project would have potentially significant impacts to special-status species, including nesting birds, roosting bats, and Crotch's Bumble Bee, due to the potential for these species to occur on-site and to be disturbed during project construction. With the implementation of Mitigation Measures BIO-1 (Pre-Construction Bird Surveys), BIO-2 (Special-Status Bat Species Habitat Assessment Survey and Emergence Survey[s]), and BIO-3 (Pre-Construction Crotch's Bumble Bee Surveys), impacts on special-status species would be reduced to less than significant. The proposed project would also require the removal of 45 protected trees located on-site, encroachment into the protected zone of an additional 39 trees, and the relocation of 10 protected trees. Therefore, the proposed project would have potentially significant impacts related to local biological resources policies/ordinance consistency (Oak Tree Ordinance, Landmark Tree Preservation and Protection Ordinance). With the implementation of Mitigation Measure BIO-4 (Tree Protection Plan Compliance), impacts related to the City's tree protection ordinances would be reduced to less than significant. The project site does not contain sensitive natural communities, jurisdictional water, wetlands, riparian areas, or wildlife movement corridors, and is not located within the boundaries of a habitat conservation plan.

The No Project Alternative would not involve construction or site improvements and would therefore not alter the existing site conditions. The No Project Alternative would not include any site disturbance and would avoid potential impacts to special-status species and protected trees as a result of construction. The No Project Alternative would have less environmental impacts compared to the proposed project regarding biological resources, since it would avoid the potential for any impacts to occur.

Cultural Resources

The proposed project would result in disturbance to areas of the project site that are not currently developed. The project site has a documented sensitivity for the presence of cultural resources given that a portion of the site is located within the area of an archaeological site at which resources were previously discovered. Prior to implementation of mitigation measures, the proposed project would have potentially significant impacts on historic and archaeological resources, due to the potential for undiscovered pre-historic archaeological resources to be located on-site. With the implementation of Mitigation Measures CUL-1 (Worker Environmental Awareness Program) and CUL-2 (Unanticipated Discovery of Cultural Resources), impacts on historic and archaeological resources would be reduced to less than significant.

The No Project Alternative would not involve construction or site improvements and would therefore not alter the existing site conditions. The No Project Alternative would not include any site disturbance and would avoid potential impacts on historic and archaeological resources as a result of construction. The No Project Alternative would have less environmental impacts compared to the proposed project regarding cultural resources, since it would avoid the potential for any impacts to occur.

Energy

The proposed project would result in an increased usage of energy resources related to the construction and operation of the proposed buildings and infrastructure, as well as 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 site improvements and would therefore 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 implementation of a State or local plan for renewable energy or energy efficiency, since no new facilities or structures would be constructed or operated. The No Project Alternative would have less environmental impacts compared to the proposed project regarding energy.

Geology and Soils

Due to the slope, soil conditions, and location of the project site, prior to implementation of mitigation measures, the proposed project would have potentially significant impacts before mitigation on seismic-related hazards and paleontological resources. With the implementation of Mitigation Measures GEO-1 (Geotechnical Investigation Recommendations) and GEO-2 (Technical Paleontological Assessment), impacts would be reduced to less than significant. The proposed project would have less than significant impacts with regard to soil erosion and wastewater disposal systems.

The No Project Alternative would not involve construction or operation of the proposed 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, 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, 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. The No Project Alternative would have less environmental impacts compared to the proposed project regarding geology and soils, since it would avoid the potential for any impacts to occur.

Greenhouse Gas Emissions

The proposed project would result in an increase of construction and operational emissions for the proposed buildings and associated site improvements. The proposed project's construction and operation emissions are expected to be consistent with the Southern California Association of Government's (SCAG) Connect SoCal 2024, the California Air Resources Board's (CARB) 2022 Scoping Plan, the General Plan, and the City's Climate and Environmental Action Plan. Impacts to applicable plans that reduce greenhouse gas (GHG) emissions would be less than significant. The proposed project would generate approximately 7,428.01 metric tons of carbon dioxide equivalent ($MTCO_2e$) per year upon complete project buildout; however, because neither the City or County have thresholds for GHG emissions, and because the proposed project would be consistent with the applicable GHG reduction plans and would implement Mitigation Measures AQ-2 (Architectural Coatings) and AQ-3 (Electric Landscaping Equipment), impacts on GHG emissions generation would be less than significant with mitigation incorporated.

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 proposed buildings and would not conflict with applicable plans 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. The No Project Alternative would have less environmental impacts compared to the proposed project regarding greenhouse gas emissions, since no new sources GHG emissions would be developed.

Hazards and Hazardous Materials

The proposed project would result in disturbance to areas of the project site that are not currently developed. The project site is located within a Very High Fire Hazard Severity Zone (VHFHSZ). None of the parcels located within the project site are listed in the Cortese database. Construction of the proposed project would utilize hazardous materials, however, compliance with existing State and local procedures related to the handling of hazardous substances would minimize potential health risks. The proposed project would have less than significant impacts related to the routine transport, use, or disposal of hazardous materials, accidental release of hazardous materials, school sites, airports, an emergency evacuation plan, and wildland fires.

The No Project Alternative would not involve construction or site improvements and would therefore not alter the existing site conditions. The No Project Alternative would not include any site disturbance and would avoid potential impacts on hazards and hazardous materials as a result of project construction and operation. The No Project Alternative would have less environmental impacts compared to the proposed project regarding hazards and hazardous materials, given it would avoid the potential for any impacts to occur.

Hydrology and Water Quality

The proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) permit and regional MS4 permit and would be required to prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) demonstrating compliance with the Construction General Permit. The SWPPP would include best management practices (BMPs) for controlling sediment and other pollutants in stormwater. The proposed project would increase impervious surfaces and decrease pervious surfaces on-site compared to the existing drainage conditions. The proposed project includes the development of structural BMPs (infiltration trench with storage, detention systems, and hydrodynamic separator units) and non-structural BMPs (construction-phase erosion control BMPs, education and training, and monitoring and maintenance) to prevent long-term drainage and water quality impacts associated with construction and operation of the proposed project.

With implementation of State, regional, and local regulations and requirements, and best management practices, stormwater runoff generated during short- and long-term project construction and operation would be adequately controlled prior to entering the City's existing storm drain system. Additionally, the proposed project would not decrease groundwater supplies or interfere with groundwater recharge, substantially alter the existing drainage pattern of the site or area, or conflict with or obstruct a water quality control plan. 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, 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. The No Project Alternative would have less environmental impacts compared to the proposed project regarding hydrology and water quality, since it would avoid the potential for any impacts to occur.

Land Use and Planning

With implementation of the proposed project, the existing circulation system would be expanded slightly to add roadway segments and pedestrian pathways that would serve the proposed project and surrounding area. While the proposed project would involve construction of multiple buildings and site improvements, the proposed development

would not create a barrier that would divide an established community or conflict with land use policy. Additionally, the proposed project would be consistent with the General Plan goals and policies applicable to the site, the Municipal Code, and Connect SoCal 2024. The proposed project does require a General Plan Amendment to change the land use designation of a 5.33-acre portion of the project site, and a Specific Plan Amendment to accommodate the proposed developments. However, the proposed project would develop the site to be consistent with the goals of the General Plan, which envision the project site as the future Downtown Subarea. Therefore, land use impacts would be less than significant.

The No Project Alternative would not involve construction or operation of any proposed project structures or infrastructure, or modification of the existing circulation system, and therefore would not physically divide an established community or conflict with any land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Additionally, the No Project Alternative would not require a General Plan Amendment or Specific Plan Amendment. As a result, impacts to land use would be reduced under the No Project Alternative when compared to the proposed project. The No Project Alternative would have less environmental impacts compared to the proposed project regarding land use and planning, since no amendments of relevant land use planning policy documents would be required and no physical change to the environment would occur.

Noise

While the proposed project would involve construction of multiple buildings and infrastructure improvements, construction would not create noise or vibration impacts that would impact sensitive receptors or exceed established noise thresholds, and construction-related noise impacts would be less than significant. Operation of the proposed project would not cause groundborne vibration. However, prior to implementation of mitigation measures, operation of the outdoor amphitheatre component of the proposed project would have potentially significant impacts related to substantial noise increase in excess of standards. With implementation of Mitigation Measure NOI-1 (Project-Specific Detailed Noise Impact Study for Amphitheatre), impacts on noise would be reduced to less than significant.

The No Project Alternative would not involve construction or operation of any proposed project structures or features 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. On-site noise levels would remain the same as existing conditions. As a result, the No Project Alternative would result in fewer impacts associated with noise and vibration when compared to the proposed project. The No Project Alternative would have less environmental impacts compared to the proposed project regarding noise, since it would avoid the potential for any impacts to occur.

Population and Housing

The proposed project would introduce two mixed-use buildings with 240 residential units, a hotel, and new commercial uses to the project site. Accordingly, the proposed project is anticipated to add 240 housing units, 231 jobs, and approximately 891 people to the City. These projections are consistent with the General Plan projections for the City through 2045, as well as Connect SoCal 2024's projections for the Southern California region. No housing is present on-site under existing conditions; therefore, the proposed project would not displace housing. Impacts related to population and housing would be less than significant.

The No Project Alternative would not involve construction or site improvements and would therefore not alter the existing site conditions. The No Project Alternative would not include changes to site uses that would change the existing population and employment associated with the site. Though impacts of the proposed project would be less than significant, the No Project Alternative would result in fewer impacts associated with population and housing when compared to the proposed project because it would not result in a population increase.

Public Services and Recreation

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 proposed project would pay developer fees to the Fire Department and the school district and capital improvement fees to be used for the purpose of acquiring or improving VCSO/TOPD police facilities, and would not require the construction of new library branches or the expansion of existing library branches to serve the proposed project. Public services impacts would be less than significant.

Similarly, the proposed project would include development of a 2.16-acre park on-site, which would offset impacts regarding the use of existing neighborhood and regional parks or other recreational facilities. Recreation 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 reduced under the No Project Alternative when compared to the proposed project; the No Project Alternative would have less environmental impacts.

Transportation

The proposed project would result in an increase in population and intensity of uses at the project site due to the introduction of residential units and additional commercial uses, public park space, and performing arts venues to the project site. Even with implementation of Transportation Demand Management (TDM) strategies which are incorporated into the proposed project design, the proposed project would have significant and unavoidable impacts related to VMT and cumulative VMT impacts. The residential component of the proposed project would be below the citywide baseline impact threshold of 15.33 VMT per capita. However, the proposed project would result in 26.37 VMT per employee with implementation TDM strategies, which would still be above the citywide baseline impact threshold of 22.62 VMT per employee. The proposed project would not conflict with a local program, plan, ordinance, or policy addressing the circulation system, create roadway safety hazards, or negatively affect emergency access to the project site. The proposed project would introduce new roadways, fire access, and pedestrian pathways throughout the project site, improving emergency access compared to existing conditions. Construction and operation of the proposed project would not create hazards on adjacent roadways; no construction is proposed off-site.

The No Project Alternative would not involve construction or site improvements and would therefore not alter the existing site conditions or introduce new employees or residents to the site. The No Project Alternative would not include any site disturbance and would avoid potential impacts to VMT as a result of project operation. The No Project Alternative would have less environmental impacts compared to the proposed project regarding transportation.

Tribal Cultural Resources

The proposed project would result in disturbance to areas of the project site that are not currently developed. Though unlikely, the potential exists for project construction to result in the unanticipated discovery of human remains. Prior to implementation of mitigation measures, the proposed project would have potentially significant impacts on tribal cultural resources, due to the potential for undiscovered cultural resources to be located on-site. With the implementation of Mitigation Measures CUL-1 (Worker Environmental Awareness Program) and CUL-2 (Unanticipated Discovery of Cultural Resources), as well as compliance with existing State and local regulations regarding the discovery of human remains/burial sites, impacts on tribal cultural resources would be reduced to less than significant.

The No Project Alternative would not involve construction or site improvements and would therefore not alter the existing site conditions. The No Project Alternative would not include any site disturbance and would avoid potential impacts on tribal cultural resources as a result of construction. The No Project Alternative would have less

environmental impacts compared to the proposed project regarding tribal cultural resources, since it would avoid the potential for any impacts to occur.

Utilities and Service Systems

The proposed project is located within an approved Specific Plan area, and the project site is currently serviced with existing utilities. As such, the proposed project is not expected to create physical environmental impacts from construction activities associated with 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 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, affect sufficient water supplies during normal, dry and multiple dry years, affect 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 existing utility and service systems, the No Project Alternative would result in fewer impacts when compared to the proposed project. The No Project Alternative would have less environmental impacts compared to the proposed project regarding utilities and service systems.

Wildfire

The proposed project would introduce new people, buildings, and intensified uses in a VHFHSZ and a Wildland-Urban Interface (WUI). However, the site is located in an urbanized area of the City and is in close proximity to existing evacuation routes. Implementation of the proposed project would increase fire access throughout the site and would modernize the fire-resistance of the site. The proposed buildings, infrastructure, and landscaping would meet or exceed State and regional regulations related to ignition-resistant materials and design features, fire sprinklers, fire apparatus access, defensible space, and fuel modification zones. Further, the proposed project would result in an increase in the average daily on-site population at the site of approximately 1,491 people, which would not significantly impact the response times and services of the Ventura County Fire Department (VCFD). Wildfire impacts would be less than significant.

The No Project Alternative would not result in the construction or operation of any of the proposed project structures or facilities. While the No Project location would continue to be within a VHFHSZ and WUI, 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 alter baseline conditions. Therefore, the No Project Alternative would have less environmental impacts compared to the proposed project.

Ability to Meet Project Objectives

As detailed in Table 8-1, No Project Alternative and Project Objectives, the No Project Alternative would not achieve any of the project's basic objectives.

Table 8-1
No Project Alternative and Project Objectives

Objective	Discussion
Provide a mixed-use community on the project site, located within the General Plan Downtown Subarea, of sufficient residential and commercial density to generate consistent activity, stimulate economic growth, and catalyze future private reinvestment in the surrounding area, thereby making best economic use of City-owned parcels and increasing tax revenues in support of City services.	**Not Achieved.** This alternative would not change the existing uses on-site and would therefore not provide a mixed-use community within the General Plan Subarea. No residential uses would be introduced, and the commercial density would not change.
Provide flexible public spaces for community and cultural events like farmers' markets, performances, and gatherings throughout the day, which position the project site as the premier destination for civic, cultural, and entertainment uses.	**Not Achieved.** This alternative would not change the existing uses of the site or reuse parts of the existing City Hall building and would therefore not provide flexible spaces for community and cultural events.
Renovate and rehabilitate the existing City Hall administrative offices in a manner that facilitates improved City service delivery, public wayfinding, governmental transparency, efficiency, and accessibility, and encourages public participation in civic life.	**Not Achieved.** This alternative would not change the existing City Hall administrative offices or any part of the Civic Arts Plaza complex and would therefore not rehabilitate the existing uses in a manner that increases efficiency, wayfinding, transparency, public participation, or accessibility.
Provide market-rate affordable housing units to help alleviate the State's housing crisis and support the City's Regional Housing Needs Assessment (RHNA) goals.	**Not Achieved.** This alternative would not introduce any new housing units to the site. The site would continue to offer no housing opportunity.
Provide a new hotel use of sufficient scale and density to support the performing arts venues on the site by creating overnight accommodation for visitors and/or performers, increasing daily visitors to support commercial businesses within the downtown area; and to maximize new transient occupancy tax revenues to the City.	**Not Achieved.** This alternative would not change the existing uses on-site and would therefore not introduce a new hotel to support the performing arts venues on-site.
Incentivize alternative modes of travel such as rideshare, bicycling, and walking to, from, and within the site by consolidating parking, providing pedestrian-focused street design, and including active ground-floor commercial or entertainment uses in all structures.	**Not Achieved.** This alternative would not change the existing infrastructure, parking, or roadway system on-site and would therefore not incentivize alternative modes of travel to, from, and within the site.
Position new development to screen the existing parking garage from view from Thousand Oaks Boulevard and neighboring properties.	**Not Achieved.** This alternative would not change the existing buildings on-site or introduce new buildings to the site and would therefore not screen the existing parking garage from view from Thousand Oaks Boulevard and neighboring properties.

Conclusion

The No Project Alternative would have less environmental impacts compared to the proposed project in every topical area; however, it would not attain any of the proposed project's basic objectives. The No Project Alternative would not be consistent with the goals in the City's planning documents, provide expanded economic opportunities, develop economically viable uses on the site, introduce new affordable housing units, incentivize alternative modes of travel, rehabilitate the existing City Hall, provide a mixed-use community with the Downtown Subarea, provide a new hotel, screen the existing parking garage, or provide flexible community space.

8.4.2 Alternative 2 – Existing Culvert to Remain Alternative

Description

The Existing Culvert to Remain Alternative proposes the development of the bandshell and amphitheatre (Building B2), restaurant (Building B1), hotel (Building E1), mixed-use buildings (Buildings E2 and a physically separated version of Building E3, see below), adaptive reuse of City Hall (Building C1), and all of the same infrastructure, landscaping, hardscape, roadway, and site improvements as the proposed project. However, this alternative proposes to keep the existing underground culvert that is located under the site of the proposed Building E3 in place, which would prohibit the development of subterranean parking for Building E3.

The existing Ventura County Watershed Protection District culvert transects the northern portion of the project site, undulating across the proposed Building E3 footprint. In a previous conceptual design (May 2024), the existing culvert alignment was anticipated to remain. This resulted in 4 separate structures proposed in place of the currently proposed Building E3, including:

- Building B1*: Mixed Use – 4,600 square feet of commercial, 23 residential units
- Building B2*: Mixed Use – 4,651 square feet of commercial, 12 residential units
- Building C1*: Commercial – 3,354 square feet of commercial
- Building C2*: Commercial – 1,020-square-foot commercial "kiosk"

*The Building numbering proposed above has since been revised for the proposed project. All four buildings above would have constituted what is now being proposed as the single mixed-use Building E3 in their place, as part of the proposed project. These buildings have no relation to the currently proposed Building B1 (restaurant), Building B2 (bandshell and amphitheatre), Building C1 (Civic Arts Plaza), or Building C2 (parking structure). These building numbers shall be considered separately for this alternative only.

This alternative would have no subterranean parking and would rely solely on shared parking with the podium parking proposed in Building E2. All other proposed project features would remain the same. The configuration of the four buildings proposed above would include both mixed-use buildings located west of Dallas Drive, and the two commercial buildings located on the east side of Dallas Drive.

Key differences between this alternative and the proposed project include the following:

Table 8-2
Proposed Project vs. Existing Culvert to Remain: Alternative Key Differences

Project Component	Proposed Project	Existing Culvert To Remain Alternative
Residential Units	79 (Building E3)	35 (Buildings B1, B2)
Commercial square footage	19,048 square feet	13,625 square feet
Parking	77 subterranean spaces in Building E3	0 spaces in Building E3
Grading	Approximately 49,500 cubic yards for subterranean parking	0 cubic yards associated with subterranean development

This alternative results in 44 fewer residential units, approximately 5,500 less square feet of commercial area, 77 fewer parking spaces, and approximately 49,500 less cubic yards of grading since no subterranean parking garage would be possible given the existing culvert alignment. Development of this alternative would still include demolition of the three existing commercial structures fronting Thousand Oaks Boulevard and partial renovation of the existing Civic Arts Plaza complex. Under the Existing Culvert to Remain Alternative, all of the same project approvals, including a General Plan

Amendment and Specific Plan Amendment, would be required, similar to the proposed project. This alternative would require less grading; however, the overall construction period is expected to be similar to the proposed project.

The following discussion evaluates the potential environmental impacts associated with the Existing Culvert to Remain Alternative, as compared to impacts from the proposed project.

Impact Comparison to the Proposed Project

Aesthetics

The existing visual character of the project site is illustrated in the following exhibits: Exhibit 5.1-1a, Existing Site Conditions – Civic Arts Plaza, Exhibit 5.1-1b, Existing Site Conditions – Parking Structure, and Exhibit 5.1-1c, Existing Site Conditions – Thousand Oaks Boulevard. The short-term visual impacts associated with grading and construction activities that would occur with the proposed project would similarly occur with the Existing Culvert to Remain Alternative. Comparatively, the construction-related impacts to the visual quality of the project site and its surroundings would be slightly less than the proposed project, given that this alternative would involve less grading. These impacts would be short-term in nature and would be less than significant.

The project site's long-term visual character would be altered with the proposed project, because the existing Civic Arts Plaza complex would be partially redeveloped to accommodate the adaptive reuse of the City Hall facilities, a new bandshell and amphitheatre and a restaurant would be constructed where there is existing public park space and landscaping, a new hotel and a new mixed-use building would be constructed in the undeveloped area located north of the existing parking structure, a new mixed-use building would be constructed along the site's northern frontage with Thousand Oaks Boulevard, and new roadways, pedestrian walkways, landscaping, and parking spaces would be provided throughout the site. Project implementation would alter the visual character of the site and its surroundings, as three of the existing commercial uses located along Thousand Oaks Boulevard would be demolished. Implementation of the project would modernize the visual character of the project area and would not significantly impact viewsheds or scenic resources because of the slope of the site, the orientation of the proposed development, and the type, massing, and scale of surrounding uses (refer to Section 5.1, Aesthetics and Light/Glare).

The long-term visual character of the project site and its surroundings would be similarly altered with the Existing Culvert to Remain Alternative, because the site would be developed in a similar way; all of the same buildings and improvements would be developed with the exception of Building E3. With the proposed project, Building E3 would appear as two separate buildings, located on either side of Dallas Drive, spanning the majority of the site's Thousand Oaks Boulevard frontage. Building E3 would be connected, however, through the subterranean parking garage. With this alternative, the site's frontage in the same area along Thousand Oaks Boulevard would instead be occupied by four separate structures. Though the architecture and design of the buildings would be similar to Building E3, the overall massing and scale of this component of the project would be slightly reduced with this alternative because the visual appearance of the buildings would be divided, and open space would occur in between. However, it should be noted that there were no significant view impacts associated with the proposed project; therefore, this alternative would not enhance public views or significantly lessen impacts regarding visual character compared to the proposed project.

Implementation of the proposed project would require the removal and relocation, and encroachment into the protected zone, of on-site trees, which contribute to the visual character of the City; therefore, Mitigation Measure BIO-4 (Tree Protection Plan Compliance) is required to reduce potential impacts to scenic resources and the visual character of the site to less than significant. Implementation of the Existing Culvert to Remain Alternative would also require removal and relocation, and encroachment into the protected zone, of a similar number of on-site trees, and would have similar impacts with regard to scenic resources and the visual character of the site. Mitigation Measure BIO-4 would be required to reduce the impact of this alternative to less than significant.

Additionally, the proposed project would introduce new nighttime lighting to areas of the project site where no lighting is currently present. In particular, Buildings B2 and E2 would have the potential to impact the adjacent residential properties to the east and west of the project site. Mitigation Measure AES-1 (Photometric Plan) is required to reduce impacts related to light and glare to less than significant. The Existing Culvert to Remain Alternative would have similar impacts with regard to light, because no changes are proposed to Buildings B2 and E2 compared to the proposed project. Mitigation Measure AES-1 would be required to reduce the impacts of this alternative to less than significant.

The proposed project was determined to generate shadow cast impacts on the residential uses to the west of the project site and the Gardens of the World located to the north of the site. Impacts were determined to be less than significant due to the relatively limited duration of the shadow casts on these uses. The Existing Culvert to Remain Alternative would result in similar shadow casts to the north and west of the site. The shadow cast to the north of the site would potentially be slightly reduced, because there would be gaps between the four proposed buildings on the Thousand Oaks Boulevard frontage. As with the proposed project, the Existing Culvert to Remain Alternative would result in less than significant impacts.

The Existing Culvert to Remain Alternative would be a similar use and would have similar impacts as the proposed project regarding aesthetics/light and glare.

Air Quality

As detailed in Section 5.2, Air Quality, the proposed project would result in significant air quality impacts pertaining to plan consistency (Impact AQ-1), net increase of criteria pollutants (Impact AQ-2), and cumulative impacts prior to and with the implementation of mitigation measures. With the implementation of Mitigation Measure AQ-1 (Tier 4 Construction Equipment), AQ-2 (Low-VOC Architectural Coatings), and AQ-3 (Electric Landscaping Equipment and Zero VOC Cleaning Supplies), impacts would remain significant and unavoidable.

When compared to the proposed project, the Existing Culvert To Remain Alternative would result in 44 fewer residential units, a reduction of 5,423 square feet of commercial uses, 77 fewer parking spaces, and a reduction of approximately 49,500 cubic yards of exported material since no subterranean parking garage is possible given the existing culvert alignment. Because the proposed project would generate 5,876 daily trips, and this alternative would generate 5,321 daily trips, this alternative would result in a net reduction of 555 daily trips compared to the proposed project. Therefore, the Existing Culvert To Remain Alternative would result in a reduction of construction and operational emissions when compared to the proposed project. However, similar to the proposed project, with this alternative, operational emissions would primarily result from mobile source emissions. The net reduction of 555 daily trips, or an approximate nine percent reduction in the project's mobile source emissions, would result in a reduction of 1.4 pounds per day in ROG emissions.[156] Therefore, similar to the proposed project, this alternative would likely exceed VCAPCD thresholds due to CalEEMod's reliance on EMFAC2021 emission factors that still include regulatory benefits removed by recent federal actions, resulting in underestimated mobile source emissions.[157] Thus, the Existing Culvert To Remain Alternative would result in significant and unavoidable air quality impacts pertaining to plan consistency, net increase of criteria pollutants, and cumulative impacts with implementation of Mitigation Measures AQ-1 through AQ-3. Similar, less than significant impacts related to the exposure of sensitive receptors to substantial pollutant concentrations or the creation of objectionable odors affecting a substantial number of people are anticipated under this alternative, as compared to the proposed project, due to the reduced residential and commercial building area, fewer parking spaces, reduced exported material, and fewer daily trips. As a result, the Existing Culvert To Remain Alternative would reduce

[156] As shown in *Table 5.2-8*, *Mitigated Long-Term Operational Emissions*, full buildout of the project would result in 15.89 pounds per day of ROG emissions. Applying the net reduction of nine percent, or 1.4 pounds per day, would result in 14.49 pounds per day of ROG emissions for Alternative 1.

[157] California Air Resources Board, EMFAC2021 Adjustment Factors Request Letter, Attachment A: EMFAC Off-Model Adjustment Factors to Remove Emissions Benefits of Advanced Clean Trucks, Zero-Emission Airport Shuttle, Warranty Phase 1, and Heavy-Duty Omnibus Regulations, available at: https://ww2.arb.ca.gov/sites/default/files/2025-12/Attachment%20A%20-%20Description%20of%20EMFAC2021%20Adjustment%20Factors.pdf, accessed February 20, 2026.

air quality impacts compared to the proposed project prior to implementation of mitigation measures; however, the impacts would remain significant and unavoidable after mitigation due to mobile source emissions.

The Existing Culvert to Remain Alternative would have less environmental impacts compared to the proposed project regarding air quality, given that it would reduce air quality impacts prior to implementation of mitigation measures. However, air quality impacts would still be significant and unavoidable under this alternative.

Biological Resources

The proposed project would result in the removal of existing on-site trees and structures. Prior to the implementation of mitigation measures, the proposed project would have potentially significant impacts on special-status species, including nesting birds, roosting bats, and Crotch's Bumble Bee, due to the potential for these species to occur on-site and to be disturbed during project construction. With the implementation of Mitigation Measures BIO-1 (Pre-Construction Bird Surveys), BIO-2 (Special-Status Bat Species Habitat Assessment Survey and Emergence Survey[s]), and BIO-3 (Pre-Construction Crotch's Bumble Bee Surveys), impacts on special-status species would be reduced to less than significant.

The Existing Culvert to Remain Alternative would require the demolition of the same structures and the removal of a similar number of trees as the proposed project. Therefore, this alternative would have the same potential impacts on special-status species, and Mitigation Measures BIO-1 through BIO-3 would be required to reduce impacts to less than significant.

The proposed project would also require the removal of 45 protected trees located on-site, encroachment into the protected zone of an additional 39 trees, and the relocation of 10 protected trees. Therefore, the proposed project would have potentially significant impacts related to local biological resources policies/ordinance consistency (Oak Tree Ordinance, Landmark Tree Preservation and Protection Ordinance). With the implementation of Mitigation Measure BIO-4 (Tree Protection Plan Compliance), impacts related to the City's tree protection ordinances would be reduced to less than significant. The Existing Culvert to Remain Alternative would require the removal, relocation, and encroachment into the protected zone of a similar number of on-site trees, because the development pattern would be similar to the proposed project, with the exception of no subterranean development. Mitigation Measure BIO-4 would be required to reduce the impacts of this alternative to less than significant.

The project site does not contain sensitive natural communities, jurisdictional water, wetlands, riparian areas, or wildlife movement corridors, and is not located within the boundaries of a habitat conservation plan. Neither the proposed project nor this alternative would have impacts with regard to these biological resources.

The Existing Culvert to Remain Alternative would be a similar use and would have similar impacts as the proposed project regarding biological resources.

Cultural Resources

The proposed project would result in disturbance to areas of the project site that are not currently developed. The project site has a documented sensitivity for the presence of cultural resources, given that a portion of the site is located within the area of an archaeological site at which resources were previously discovered. Prior to implementation of mitigation measures, the proposed project would have potentially significant impacts on historic and archaeological resources, due to the potential for undiscovered pre-historic archaeological resources to be located on-site. With the implementation of Mitigation Measures CUL-1 (Worker Environmental Awareness Program) and CUL-2 (Unanticipated Discovery of Cultural Resources), impacts on historic and archaeological resources would be reduced to less than significant.

The Existing Culvert to Remain Alternative would result in similar disturbance to areas of the project site that are not currently developed. The subterranean development that would be avoided with this alternative would occur under

the proposed project in an area of the site that has been subject to previous development and is not anticipated to contain undiscovered cultural resources. The development of Buildings E1 and E2 would still occur in the currently undeveloped area of the site. Therefore, the Existing Culvert to Remain Alternative would have potentially significant impacts on historic and archaeological resources, due to the potential for undiscovered prehistoric archaeological resources to be located on-site, and Mitigation Measures CUL-1 and CUL-2 would be required to reduce impacts to less than significant.

The Existing Culvert to Remain Alternative would be a similar use and would have similar impacts as the proposed project regarding cultural resources.

Energy

The proposed project would result in an increased usage of energy resources related to the construction and operation of the proposed buildings and infrastructure, as well as 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 Existing Culvert to Remain Alternative would also result in an increased usage of energy resources related to the construction and operation of the proposed buildings and infrastructure, as well as transportation needs, compared to existing conditions. However, compared to the proposed project, the Existing Culvert to Remain Alternative would result in 44 fewer residential units, 5,423 less square feet of commercial uses, and would not require grading associated with the subterranean parking. Therefore, this alternative would generate less energy usage because it would be a slightly smaller overall development in terms of intensity of uses and construction. With the Existing Culvert to Remain Alternative, proportionately less energy impacts from additional energy usage related to electricity would occur, as compared to the proposed project.

The Existing Culvert to Remain Alternative would have less environmental impacts compared to the proposed project regarding energy impacts due to reduced electricity consumption.

Geology and Soils

Due to the slope, soil conditions, and location of the project site, prior to implementation of mitigation measures, the proposed project would have potentially significant impacts before mitigation on seismic-related hazards and paleontological resources. With the implementation of Mitigation Measures GEO-1 (Geotechnical Investigation Recommendations) and GEO-2 (Technical Paleontological Assessment), impacts would be reduced to less than significant. The proposed project would have less than significant impacts with regard to soil erosion and wastewater disposal systems.

Because development of the Existing Culvert to Remain Alternative would have a similar development footprint and ground disturbance area on the same project site, this alternative would have similar impacts related to seismic-related hazards, unstable soils, expansive soils, and paleontological resources. Similar to the proposed project, implementation of this alternative would also expose people and structures to potential adverse effects associated with seismic, geologic, and soil hazards, since new land uses would be developed on the project site. Mitigation Measures GEO-1 and GEO-2 would be required to reduce impacts to less than significant.

The Existing Culvert to Remain Alternative would be a similar use and would have similar impacts as the proposed project regarding geology and soils.

Greenhouse Gas Emissions

The proposed project would result in an increase of construction and operational emissions for the proposed buildings and associated site improvements. The proposed project's construction and operation emissions are expected to be

consistent with the Southern California Association of Governments (SCAG) Connect SoCal 2024, the California Air Resources Board's (CARB) 2022 Scoping Plan, the General Plan, and the City's Climate and Environmental Action Plan. Impacts to applicable plans that reduce greenhouse gas (GHG) emissions would be less than significant. The proposed project would generate approximately 7,428.01 metric tons of carbon dioxide equivalent ($MTCO_2e$) per year upon complete project buildout; however, because neither the City or County have thresholds for GHG emissions, and because the proposed project would be consistent with the applicable GHG reduction plans and would implement Mitigation Measures AQ-2 (Architectural Coatings) and AQ-3 (Electric Landscaping Equipment), impacts on GHG emissions generation would be less than significant with mitigation incorporated.

The Existing Culvert to Remain Alternative would also result in an increase of GHG emissions related to the construction and operation of the proposed buildings and infrastructure, compared to existing conditions. However, compared to the proposed project, the Existing Culvert to Remain Alternative would result in 44 fewer residential units, 5,423 less square feet of commercial uses, and would not require grading associated with the subterranean parking. Therefore, this alternative would generate less GHG emissions because it would be a slightly smaller overall development in terms of intensity of uses and construction. With the Existing Culvert to Remain Alternative, proportionately less GHG emissions impacts from additional area and mobile sources would occur, as compared to the proposed project. As with the proposed project, the combined construction and operational GHG emissions would also result in less than significant impacts under the Existing Culvert to Remain Alternative. Mitigation Measures AQ-2 and AQ-3 would also be required to reduce the air quality impacts of this alternative, which would also reduce GHG emissions. Therefore, this alternative would also be consistent with the applicable GHG reduction plans, and impacts would be less than significant.

The Existing Culvert to Remain Alternative would have less environmental impacts compared to the proposed project regarding GHG emissions impacts due to reduced emissions generation.

Hazards and Hazardous Materials

The proposed project would result in disturbance to areas of the project site that are not currently developed. The project site is located within a Very High Fire Hazard Severity Zone (VHFHSZ). None of the parcels located within the project site are listed in the Cortese database. Construction of the proposed project would utilize hazardous materials, however, compliance with existing State and local procedures related to the handling of hazardous substances would minimize potential health risks. The proposed project would have less than significant impacts related to the routine transport, use, or disposal of hazardous materials, accidental release of hazardous materials, school sites, airports, an emergency evacuation plan, and wildland fires.

The Existing Culvert to Remain Alternative would be located on the same project site and would therefore be located within a VHFHSZ and would not contain sites listed in the Cortese database. Implementation of this alternative would result in the potential for accidental release of hazardous materials associated with construction and operation, similar to the proposed project, given the Existing Culvert to Remain Alternative would have similar uses and a similar development footprint. As with the proposed project, with compliance with existing regulations, this alternative would have less than significant impacts with regard to hazards and hazardous materials.

The Existing Culvert to Remain Alternative would be a similar use and would have similar impacts as the proposed project regarding hazards and hazardous materials.

Hydrology and Water Quality

The proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) permit and regional MS4 permit and would be required to prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) demonstrating compliance with the Construction General Permit. The SWPPP would include best management practices (BMPs) for controlling sediment and other pollutants in stormwater. The proposed project would increase

impervious surfaces and decrease pervious surfaces on-site compared to the existing drainage conditions. The proposed project includes the development of structural BMPs (infiltration trench with storage, detention systems, and hydrodynamic separator units) and non-structural BMPs (construction-phase erosion control BMPs, education and training, and monitoring and maintenance) to prevent long-term drainage and water quality impacts associated with the construction and operation of the proposed project.

With implementation of State, regional, and local regulations and requirements, and best management practices, stormwater runoff generated during short- and long-term project construction and operation would be adequately controlled prior to entering the City's existing storm drain system. Additionally, the proposed project would not decrease groundwater supplies or interfere with groundwater recharge, substantially alter the existing drainage pattern of the site or area, or conflict with or obstruct a water quality control plan. Hydrology and water quality impacts would be less than significant.

The Existing Culvert to Remain Alternative would have a similar development footprint and similar uses and would therefore also be required to comply with the NPDES permit, prepare a SWPPP, and implement BMPs. This alternative would have similar short-term construction-related impacts as the proposed project, though impacts would be further reduced by the need for less grading from the omission of the subterranean component. This alternative would also have similar long-term operational impacts associated with on-site drainage, as the same structural BMPs would be implemented, and this alternative would increase the impervious surface area of the site. As with the proposed project, with compliance with existing regulations, impacts related to hydrology and water quality would be less than significant.

The Existing Culvert to Remain Alternative would have less environmental impacts compared to the proposed project regarding hydrology and water quality impacts due to less grading required.

Land Use and Planning

With implementation of the proposed project, the existing circulation system would be expanded slightly to add roadway segments and pedestrian pathways that would serve the proposed project and surrounding area. While the proposed project would involve construction of multiple buildings and site improvements, the proposed development would not create a barrier that would divide an established community or conflict with land use policy. Additionally, the proposed project would be consistent with the General Plan goals and policies applicable to the site, the Municipal Code, and Connect SoCal 2024. The proposed project does require a General Plan Amendment to change the land use designation of a 5.33-acre portion of the project site, and a Specific Plan Amendment to accommodate the proposed developments. However, the proposed project would develop the site to be consistent with the goals of the General Plan, which envision the project site as the future Downtown Subarea. Therefore, land use impacts would be less than significant.

The Existing Culvert to Remain Alternative would similarly expand the circulation system of the site, would be consistent with the General Plan goals and policies applicable to the site, as well as the Municipal Code and Connect SoCal 2024. Implementation of this alternative would similarly require a General Plan Amendment and Specific Plan Amendment. This alternative would establish a Downtown Subarea and create a mixed-use development; however, this alternative would result in 44 fewer residential units and 5,423 square feet less commercial space, which would not maximize the potential of the site. As with the proposed project, impacts related to land use and planning would be less than significant under this alternative.

The Existing Culvert to Remain Alternative would be a similar use and would have similar impacts as the proposed project regarding land use and planning.

Noise

While the proposed project would involve construction of multiple buildings and infrastructure improvements, construction would not create noise or vibration impacts that would impact sensitive receptors or exceed established noise thresholds, and construction-related noise impacts would be less than significant. Operation of the proposed project would not cause groundborne vibration. However, prior to implementation of mitigation measures, operation of the outdoor amphitheatre component of the proposed project would have potentially significant impacts related to substantial noise increase in excess of standards. With implementation of Mitigation Measure NOI-1 (Project-Specific Detailed Noise Impact Study for Amphitheatre), impacts on noise would be reduced to less than significant.

The Existing Culvert to Remain Alternative would have similar construction-related noise and vibration impacts as the proposed project because it would be a similar development footprint and uses. Overall construction noise would be slightly less due to less grading required from the omission of the subterranean component, however the full project construction schedule would be similar to the proposed project. Operation of this alternative would not cause groundborne vibration. This alternative would include the same outdoor amphitheatre component as the proposed project; therefore, impacts associated with the outdoor amphitheatre would have potentially significant impacts with regard to noise levels. Mitigation Measure NOI-1 would be required to reduce noise impacts to a less than significant level under this alternative. No other stationary sources of noise associated with project buildout would be significant. Stationary noise sources associated with the proposed institutional, commercial, residential, and park uses would be similar between the proposed project and the Existing Culvert to Remain Alternative, as no changes in use are proposed under this alternative.

Additionally, the proposed project would insignificantly increase noise levels on the surrounding roadways due to an increase in average daily traffic associated with the site. This alternative would also increase average daily traffic and thus noise levels from mobile sources. However, because the Existing Culvert to Remain Alternative would result in 44 fewer residential units and 5,423 square feet less of commercial uses, therefore resulting in less average daily traffic, this alternative would have reduced mobile source noise impacts compared to the proposed project. As with the proposed project, this alternative would result in less than significant noise impacts with mitigation incorporated.

The Existing Culvert to Remain Alternative would have less environmental impacts compared to the proposed project regarding noise, given that it would result in reduced mobile source noise impacts. However, it would still be a similar use and would have similar, less than significant impacts with mitigation incorporated as the proposed project.

Population and Housing

The proposed project would introduce two mixed-use buildings with 240 residential units, a hotel, and new commercial uses to the project site. Accordingly, the proposed project is anticipated to add 240 housing units, 231 jobs, and approximately 891 people to the City. These projections are consistent with the General Plan projections for the City through 2045, as well as Connect SoCal 2024's projections for the Southern California region. No housing is present on-site under existing conditions; therefore, the proposed project would not displace housing. Impacts related to population and housing would be less than significant.

The Existing Culvert to Remain Alternative would result in 44 fewer residential units and 5,423 less square feet of commercial space associated with Building E3 than the proposed project. Under this alternative, 196 housing units would be introduced to the project site, 35 of which would be located in Buildings B1 and B2 (of this alternative). Utilizing the estimated number of people per household as provided by the City of Thousand Oaks Housing Element (2.75), Buildings B1 and B2 would be anticipated to contribute to a population increase of approximately 97 people. Comparatively, Building E3 of the proposed project would result in approximately 217 people. Additionally, Building E3 is anticipated to result in approximately 46 new employees at the site based on the proposed 19,048 square feet of retail space. Comparatively, under this alternative, Buildings C1 and C2 would introduce 13,625 square feet of retail

space, which would result in an increased population of approximately 33 employees (refer to Section 5.12, Population and Housing, for the methodology used for these calculations).

Therefore, this alternative would result in a population increase of approximately 758 people, would introduce 196 new housing units to the City, and would result in 218 new jobs. Compared to the proposed project, this alternative would result in 13 fewer jobs and would reduce the population associated with the project by approximately 133 people. As with the proposed project, this alternative would therefore be consistent with the General Plan projections for the City through 2045, as well as Connect SoCal 2024. This alternative would also not displace housing. Impacts related to population and housing would be less than significant under this alternative.

The Existing Culvert to Remain Alternative would have less environmental impacts compared to the proposed project regarding population and housing, given that it would result in fewer housing units and jobs and a lower population increase. However, it would still be a similar use and would have similar, less than significant impacts as the proposed project.

Public Services and Recreation

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 proposed project would pay developer fees to the Fire Department and the school district and capital improvement fees to be used for the purposes of acquiring or improving VCSO/TOPD police facilities and would not require the construction of new library branches or the expansion of existing library branches to serve the proposed project. Public services impacts would be less than significant.

The Existing Culvert to Remain Alternative would result in similar increased demands upon public services because new uses would be developed and new residents, visitors, and employees would be introduced to the site. However, because this alternative would result in 13 fewer jobs, 44 fewer residential units, and 133 fewer people than the proposed project, increased demands upon public services would be reduced in comparison to the proposed project. The less than significant increased demands upon public services that would occur with the proposed project would also occur with this alternative, but to a lesser degree. Impacts related to public services would be less than significant.

The proposed project would include development of a 2.16-acre park on-site, which would offset impacts regarding the use of existing neighborhood and regional parks or other recreational facilities. Recreation impacts would be less than significant.

The Existing Culvert to Remain Alternative would introduce the same park use to the site, which would offset impacts regarding the use of existing neighborhood and regional parks or other recreational facilities. This alternative would also result in 133 less people associated with the site overall, which would marginally reduce potential impacts to recreational facilities compared to the proposed project. Recreation impacts would be less than significant.

The Existing Culvert to Remain Alternative would have less environmental impacts compared to the proposed project regarding public services and recreation impacts due to a slight reduction in the overall population associated with the site, and therefore the associated demand on public services and recreation facilities.

Transportation

The proposed project would result in an increase in population and intensity of uses at the project site due to the introduction of residential units and additional commercial uses, public park space, and performing arts venues to the project site. Even with implementation of TDM strategies which are incorporated into the proposed project design, the proposed project would have significant and unavoidable impacts related to VMT and cumulative VMT impacts. The residential component of the proposed project would be below the citywide baseline impact threshold of 15.33 VMT per capita. However, the proposed project would result in 26.37 VMT per employee, which would still be above the

citywide baseline impact threshold of 22.62 VMT per employee. The proposed project would not conflict with a local program, plan, ordinance, or policy addressing the circulation system, create roadway safety hazards, or negatively affect emergency access to the project site. The proposed project would introduce new roadways, fire access, and pedestrian pathways throughout the project site, improving emergency access compared to existing conditions. Construction and operation of the proposed project would not create hazards on adjacent roadways; no construction is proposed off-site.

The Existing Culvert to Remain Alternative would result in 13 less jobs, 44 less residential units, and 133 less people than the proposed project. The residential component of this alternative would be below the citywide baseline impact threshold of 15.33 VMT per capita. However, this alternative would still result in 26.23 VMT per employee, which would still be above the citywide baseline impact threshold of 22.62 VMT per employee. Therefore, even with implementation of the TDM strategies, this alternative would still result in significant and unavoidable impacts with regard to VMT. Similar to the proposed project site, this alternative would not conflict with a local program, plan, ordinance, or policy addressing the circulation system, create roadway safety hazards, or negatively affect emergency access to the project site. This alternative would introduce similar roadways, fire access, and pedestrian pathways throughout the project site, improving emergency access compared to existing conditions. Construction and operation of this alternative would not create hazards on adjacent roadways; no construction is proposed off-site.

Therefore, though the Existing Culvert to Remain Alternative would slightly reduce VMT impacts compared to the proposed project, transportation impacts would still be significant and unavoidable under this alternative. The Existing Culvert to Remain Alternative would be a similar use and would have similar impacts as the proposed project.

Tribal Cultural Resources

The proposed project would result in disturbance to areas of the project site that are not currently developed. Though unlikely, the potential exists for project construction to result in the unanticipated discovery of human remains. Prior to implementation of mitigation measures, the proposed project would have potentially significant impacts on tribal cultural resources, due to the potential for undiscovered cultural resources to be located on-site. With the implementation of Mitigation Measures CUL-1 (Worker Environmental Awareness Program) and CUL-2 (Unanticipated Discovery of Cultural Resources), as well as compliance with existing State and local regulations regarding the discovery of human remains/burial sites, impacts on tribal cultural resources would be reduced to less than significant.

The Existing Culvert to Remain Alternative would result in similar disturbance to areas of the project site that are not currently developed. The subterranean development that would be avoided with this alternative would occur under the proposed project in an area of the site that has been subject to previous development and is not anticipated to contain undiscovered tribal cultural resources. The development of Buildings E1 and E2 would still occur in the currently undeveloped area of the site. Therefore, the Existing Culvert to Remain Alternative would have potentially significant impacts on tribal cultural resources, due to the potential for the unanticipated discovery of human remains/burial sites. Mitigation Measures CUL-1 and CUL-2, along with compliance with existing State and local regulations, would be required to reduce impacts to less than significant.

The Existing Culvert to Remain Alternative would be a similar use and would have similar impacts as the proposed project regarding tribal cultural resources.

Utilities and Service Systems

The proposed project is located within an approved Specific Plan area, and the project site is currently serviced with existing utilities. As such, the proposed project is not expected to create physical environmental impacts from construction activities associated with 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 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 Existing Culvert to Remain Alternative would result in similar increased demands upon utilities and service systems because new uses would be developed and new residents, visitors, and employees would be introduced to the site. However, because this alternative would result in 44 fewer residential units and 133 fewer people than the proposed project, increased demands upon utilities and service systems would be reduced in comparison to the proposed project. The less than significant increased demands upon utilities and service systems that would occur with the proposed project would also occur with this alternative, but to a lesser degree. Impacts related to utilities and service systems would be less than significant.

The Existing Culvert to Remain Alternative would have less environmental impacts compared to the proposed project regarding utilities and service systems impacts due to a slight reduction in the overall population associated with the site, and therefore the associated demand on utilities and service systems.

Wildfire

The proposed project would introduce new people, buildings, and intensified uses in a VHFHSZ and a WUI. However, the site is located in an urbanized area of the City and is in close proximity to existing evacuation routes. Implementation of the proposed project would increase fire access throughout the site and would modernize the fire-resistance of the site. The proposed buildings, infrastructure, and landscaping would meet or exceed State and regional regulations related to ignition-resistant materials and design features, fire sprinklers, fire apparatus access, defensible space, and fuel modification zones. Further, the proposed project would result in an increase in the average daily on-site population at the site by approximately 1,491 people, which would not significantly impact the response times and services of the VCFD. Wildfire impacts would be less than significant.

The Existing Culvert to Remain Alternative would be located within the same site and would introduce new structures and people to a VHFHSZ and WUI. This alternative would similarly increase fire access throughout the site and would modernize the fire-resistance of the site. All proposed buildings, infrastructure, and landscaping would be required to meet or exceed State and regional regulations related to ignition-resistant materials and design features, fire sprinklers, fire apparatus access, defensible space, and fuel modification zones. Because this alternative would result in 44 fewer residential units and 13 fewer employees, the average daily on-site population anticipated under this alternative is approximately 1,358 people. Therefore, this alternative would result in a reduced population increase associated with the new development by 133 people. Anticipated service calls to the VCFD would be slightly reduced under this alternative due to the lower on-site population. Similar to the proposed project, impacts to emergency services would be less than significant. With compliance with existing regulations, wildfire impacts would be less than significant under this alternative.

The Existing Culvert to Remain Alternative would have less environmental impacts compared to the proposed project regarding wildfire, given that it would result in a lower average daily on-site population and therefore reduced service calls to the VCFD. However, it would still be a similar use and would have similar, less than significant impacts as the proposed project.

Ability to Meet Project Objectives

As detailed in Table 8-3, Existing Culvert to Remain Alternative and Project Objectives, the Existing Culvert to Remain Alternative would meet the majority of the project's basic objectives.

Table 8-3
Existing Culvert to Remain Alternative and Project Objectives

Objective	Discussion
Provide a mixed-use community on the project site, located within the General Plan Downtown Subarea, of sufficient residential and commercial density to generate consistent activity, stimulate economic growth, and catalyze future private reinvestment in the surrounding area, thereby making best economic use of City-owned parcels and increasing tax revenues in support of City services.	**Not Achieved.** This alternative would introduce a mixed-use community on the project site, located within the Downtown Subarea. However, this alternative would not provide sufficient residential and commercial density to generate consistent activity on-site needed to sustain the remaining proposed uses and stimulate economic growth.
Provide flexible public spaces for community and cultural events like farmers' markets, performances, and gatherings throughout the day, which position the project site as the premier destination for civic, cultural, and entertainment uses.	**Achieved.** This alternative would change the existing uses of the site and would reuse and renovate parts of the existing City Hall building and would therefore provide flexible spaces for community and cultural events.
Renovate and rehabilitate the existing City Hall administrative offices in a manner that facilitates improved City service delivery, public wayfinding, governmental transparency, efficiency, and accessibility, and encourages public participation in civic life.	**Achieved.** This alternative would change the existing City Hall administrative offices and adaptively reuse the Civic Arts Plaza complex and would therefore increase efficiency, wayfinding, transparency, public participation, and accessibility.
Provide market-rate affordable housing units to help alleviate the State's housing crisis and support the City's Regional Housing Needs Assessment (RHNA) goals.	**Partially Achieved.** This alternative would introduce 30 low-income affordable housing units to the site. However, this alternative would not provide as many affordable units as the proposed project (39), and therefore would not provide the quantity and variety of housing opportunities desired by the City to reach its RHNA goals.
Provide a new hotel use of sufficient scale and density to support the performing arts venues on the site by creating overnight accommodation for visitors and/or performers, increasing daily visitors to support commercial businesses within the downtown area; and to maximize new transient occupancy tax revenues to the City.	**Achieved.** This alternative would introduce a new hotel to support the performing arts venues on-site.
Incentivize alternative modes of travel such as rideshare, bicycling, and walking to, from, and within the site by consolidating parking, providing pedestrian-focused street design, and including active ground-floor commercial or entertainment uses in all structures.	**Achieved.** This alternative would change the existing infrastructure, parking, and roadway system on-site to incentivize alternative modes of travel to, from, and within the site.
Position new development to screen the existing parking garage from view from Thousand Oaks Boulevard and neighboring properties.	**Achieved.** This alternative would develop Buildings E1, E2, B1, and B2 to screen the existing parking garage from view from Thousand Oaks Boulevard and neighboring properties.

Conclusion

The Existing Culvert to Remain Alternative would not attain all of the proposed project's objectives; compared to the proposed project, it would not provide the same residential and commercial density to generate consistent activity on-site that would stimulate economic growth. This alternative would develop fewer residential units and less commercial square footage than the proposed project, and would therefore not meet the project's goals of sufficient economic use of the City's parcels. This alternative would also not provide the quantity of affordable housing units desired by the City compared to the proposed project. Additionally, this alternative would not avoid the significant and unavoidable impacts related to air quality and transportation that would similarly result from the proposed project. Therefore, this alternative would not achieve all project objectives or significantly reduce environmental impacts compared to the

proposed project. Relocating the culvert would increase the development potential of the E3 building pad, thereby improving project economics, increasing service population within the project area, contributing to the success and vitality of the overall project, and providing additional parking spaces necessary to serve the development.

8.4.3 Alternative 3 - Alternative Unit Mix Alternative

Description

The Alternative Unit Mix Alternative proposes the development of the bandshell and amphitheatre (Building B2), restaurant (Building B1), hotel (Building E1), mixed-use buildings (Buildings E2 and Building E3), adaptive reuse of City Hall (Building C1), and all of the same infrastructure, landscaping, hardscape, roadway, and site improvements as the proposed project. However, this alternative proposes a different unit mix for Buildings E2 and E3; the alternative unit mix was determined by calculating the potential total unit count for the buildings with a target of approximately 25 percent studios/one-bedrooms, 50 percent two-bedrooms, and 25 percent three-bedrooms, while maintaining the same proposed building massing and envelopes as the proposed project.

Key differences between this alternative and the proposed project include the following:

Table 8-4
Proposed Project vs. Alternative Unit Mix: Alternative Key Differences

Unit Type	Unit Count			
	Proposed Project		Alternative Unit Mix Alternative	
	Building E2	Building E3	Building E2	Building E3
Studio	115	35	13	7
1-Bedroom	27	25	30	18
2-Bedroom	19	19	60	34
3-Bedroom	N/A	N/A	13	9
Total Units	**161**	**79**	**116**	**68**

This alternative results in 184 total units, or 56 fewer residential units than the proposed project. This alternative would also include 22 three-bedroom units, which are not included in the proposed project. Though the unit configuration would be different, no other differences are proposed to the design of the mixed-use structures compared to the proposed project. Development of this alternative would still include demolition of the three existing commercial structures fronting Thousand Oaks Boulevard and partial renovation of the existing Civic Arts Plaza complex. Under the Alternative Unit Mix Alternative, all of the same project approvals, including a General Plan Amendment and Specific Plan Amendment, would be required, similar to the proposed project. The construction period is expected to be similar to the proposed project.

The following discussion evaluates the potential environmental impacts associated with the Alternative Unit Mix Alternative, as compared to impacts from the proposed project.

Impact Comparison to the Proposed Project

Aesthetics

The existing visual character of the project site is illustrated in the following exhibits: Exhibit 5.1-1a, Existing Site Conditions – Civic Arts Plaza, Exhibit 5.1-1b, Existing Site Conditions – Parking Structure, and Exhibit 5.1-1c, Existing Site Conditions – Thousand Oaks Boulevard. The short-term visual impacts associated with grading and construction activities that would occur with the proposed project would similarly occur with the Alternative Unit Mix Alternative. Comparatively, the construction-related impacts to the visual quality of the project site and its surroundings would be

similar to the proposed project, because this alternative would involve the same grading quantities and construction period. These impacts would be short-term in nature and would be less than significant.

The project site's long-term visual character would be altered with the proposed project, because the existing Civic Arts Plaza complex would be partially redeveloped to accommodate the adaptive reuse of the City Hall facilities, a new bandshell and amphitheatre and a restaurant would be constructed where there is existing public park space and landscaping, a new hotel and a new mixed-use building would be constructed in the undeveloped area located north of the existing parking structure, a new mixed-use building would be constructed along the site's northern frontage with Thousand Oaks Boulevard, and new roadways, pedestrian walkways, landscaping, and parking spaces would be provided throughout the site. Project implementation would alter the visual character of the site and its surroundings, as three of the existing commercial uses located along Thousand Oaks Boulevard would be demolished. Implementation of the project would modernize the visual character of the project area and would not significantly impact viewsheds or scenic resources because of the slope of the site, the orientation of the proposed development, and the type, massing, and scale of surrounding uses (refer to Section 5.1, Aesthetics and Light/Glare).

The long-term visual character of the project site and its surroundings would be similarly altered with the Alternative Unit Mix Alternative, because the site would be developed in a similar way; all of the same buildings and improvements would be developed. The alternative unit mixes proposed for Buildings E2 and E3 would not alter the massing, scale, or architecture of those buildings, and they would appear visually the same as the proposed project. There were no significant view impacts associated with the proposed project; therefore, this alternative would not enhance public views or significantly lessen impacts regarding visual character compared to the proposed project.

Implementation of the proposed project would require the removal and relocation, and encroachment into the protected zone, of on-site trees, which contribute to the visual character of the City; therefore, Mitigation Measure BIO-4 (Tree Protection Plan Compliance) is required to reduce potential impacts to scenic resources and the visual character of the site to less than significant. Implementation of the Alternative Unit Mix Alternative would require the removal and relocation, and encroachment into the protected zone, of the same on-site trees, and would have similar impacts with regard to scenic resources and the visual character of the site. Mitigation Measure BIO-4 would be required to reduce the impacts of this alternative to less than significant.

Additionally, the proposed project would introduce new nighttime lighting to areas of the project site where no lighting is currently present. In particular, Buildings B2 and E2 would have the potential to impact the adjacent residential properties to the east and west of the project site. Mitigation Measure AES-1 (Photometric Plan) is required to reduce impacts related to light and glare to less than significant. The Alternative Unit Mix Alternative would have similar impacts with regard to light, because no changes are proposed to Building B2 or the outside of Building E2 compared to the proposed project. Mitigation Measure AES-1 would be required to reduce the impacts of this alternative to less than significant.

The proposed project was determined to generate shadow cast impacts on the residential uses located to the west of the project site and the Gardens of the World located to the north of the site. Impacts were determined to be less than significant due to the relatively limited duration of the shadow casts on these uses. The Alternative Unit Mix would result in the same shadow cast to the north and west of the site, as no changes are proposed to the scale of Buildings E2 and E3. As with the proposed project, the Alternative Unit Mix Alternative would result in less than significant impacts.

The Alternative Unit Mix Alternative would be a similar use and would have similar impacts as the proposed project regarding aesthetics/light and glare.

Air Quality

As detailed in Section 5.2, Air Quality, the proposed project would result in significant air quality impacts pertaining to plan consistency (Impact AQ-1), net increase of criteria pollutants (Impact AQ-2), and cumulative impacts prior to implementation of mitigation measures. With implementation of Mitigation Measure AQ-1 (Tier 4 Construction Equipment), AQ-2 (Low-VOC Architectural Coatings), and AQ-3 (Electric Landscaping Equipment and Zero VOC Cleaning Supplies), impacts would remain significant and unavoidable.

The Alternative Unit Mix Alternative would increase the residential unit type area within Buildings E2 and E3, which would result in a net reduction of 56 residential units when compared to the proposed project. However, the overall building envelope is anticipated to remain the same as the proposed project. Because the proposed project would generate 5,876 daily trips and this alternative would generate 5,633 daily trips, this alternative would result in a net reduction of 243 daily trips. Therefore, construction and operational (area and energy) emissions would be similar to the proposed project. However, operational mobile emissions would decrease as the Alternative Unit Mix Alternative would result in a net reduction of 243 daily trips. Notwithstanding, similar to the proposed project, the Alternative Unit Mix Alternative operational emissions would primarily result from mobile source emissions. The net reduction of 243 daily trips, or an approximate four percent reduction in the project's mobile source emissions, would result in a reduction of 0.6 pounds per day in ROG emissions.[158] Therefore, similar to the proposed project, this alternative would likely exceed VCAPCD thresholds due to CalEEMod's reliance on EMFAC2021 emission factors that still include regulatory benefits removed by recent federal actions, resulting in underestimated mobile source emissions. Thus, this alternative would result in significant and unavoidable air quality impacts pertaining to plan consistency, net increase of criteria pollutants, and cumulative impacts with implementation of Mitigation Measures AQ-1 through AQ-3. Similar, less than significant impacts related to the exposure of sensitive receptors to substantial pollutant concentrations or the creation of objectionable odors affecting a substantial number of people are anticipated under this alternative, as compared to the proposed project, due to the reduced residential and commercial building area, fewer parking spaces, reduced exported material, and fewer daily trips. As a result, the Alternative Unit Mix Alternative would have reduced air quality impacts compared to the proposed project prior to implementation of mitigation measures; however, the impacts would remain significant and unavoidable after mitigation due to mobile source emissions.

The Alternative Unit Mix Alternative would have less environmental impacts compared to the proposed project regarding air quality, given that it would reduce air quality impacts prior to implementation of mitigation measures. However, air quality impacts would still be significant and unavoidable under this alternative.

Biological Resources

The proposed project would result in the removal of existing on-site trees and structures. Prior to implementation of mitigation measures, the proposed project would have potentially significant impacts on special-status species, including nesting birds, roosting bats, and Crotch's Bumble Bee, due to the potential for these species to occur on-site and to be disturbed during project construction. With the implementation of Mitigation Measures BIO-1 (Pre-Construction Bird Surveys), BIO-2 (Special-Status Bat Species Habitat Assessment Survey and Emergence Survey[s]), and BIO-3 (Pre-Construction Crotch's Bumble Bee Surveys), impacts on special-status species would be reduced to less than significant.

The Alternative Unit Mix Alternative would require the demolition of the same structures and the removal of the same trees as the proposed project. Therefore, this alternative would have the same potential impacts on special-status species, and Mitigation Measures BIO-1 through BIO-3 would be required to reduce impacts to less than significant.

[158] As shown in *Table 5.2-8, Mitigated Long-Term Operational Emissions*, full buildout of the project would result in 15.89 pounds per day of ROG emissions. Applying the net reduction of four percent, or 0.6 pounds per day, would result in 15.83 pounds per day of ROG emissions for Alternative 2.

The proposed project would also require the removal of 45 protected trees located on-site, encroachment into the protected zone of an additional 39 trees, and the relocation of 10 protected trees. Therefore, the proposed project would have potentially significant impacts related to local biological resources policies/ordinance consistency (Oak Tree Ordinance, Landmark Tree Preservation and Protection Ordinance). With the implementation of Mitigation Measure BIO-4 (Tree Protection Plan Compliance), impacts related to the City's tree protection ordinances would be reduced to less than significant. The Alternative Unit Mix Alternative would require the removal, relocation, and encroachment into the protected zone of the same on-site trees, because the development pattern would be similar to the proposed project. Mitigation Measure BIO-4 would be required to reduce impacts of this alternative to less than significant.

The project site does not contain sensitive natural communities, jurisdictional water, wetlands, riparian areas, or wildlife movement corridors, and is not located within the boundaries of a habitat conservation plan. Neither the proposed project nor this alternative would have impacts with regard to these biological resources.

The Alternative Unit Mix Alternative would be a similar use and would have similar impacts as the proposed project regarding biological resources.

Cultural Resources

The proposed project would result in disturbance to areas of the project site that are not currently developed. The project site has a documented sensitivity for the presence of cultural resources given that a portion of the site is located within the area of an archaeological site at which resources were previously discovered. Prior to implementation of mitigation measures, the proposed project would have potentially significant impacts on historic and archaeological resources, due to the potential for undiscovered prehistoric archaeological resources to be located on-site. With the implementation of Mitigation Measures CUL-1 (Worker Environmental Awareness Program) and CUL-2 (Unanticipated Discovery of Cultural Resources), impacts on historic and archaeological resources would be reduced to less than significant.

The Alternative Unit Mix Alternative would result in the same disturbance areas on-site as the proposed project. The development of Buildings E1 and E2 would still occur in the currently undeveloped area of the site. Therefore, the Alternative Unit Mix Alternative would have potentially significant impacts on historic and archaeological resources, due to the potential for undiscovered prehistoric archaeological resources to be located on-site, and Mitigation Measures CUL-1 and CUL-2 would be required to reduce impacts to less than significant.

The Alternative Unit Mix Alternative would be a similar use and would have similar impacts as the proposed project regarding cultural resources.

Energy

The proposed project would result in an increased usage of energy resources related to the construction and operation of the proposed buildings and infrastructure, as well as 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 Alternative Unit Mix Alternative would also result in an increased usage of energy resources related to the construction and operation of the proposed buildings and infrastructure, as well as transportation needs, compared to existing conditions. However, compared to the proposed project, the Alternative Unit Mix Alternative would result in 56 fewer residential units. Therefore, this alternative would generate less energy usage because it would be a slightly less dense overall development. With the Alternative Unit Mix Alternative, proportionately less energy impacts from additional energy usage related to electricity would occur, as compared to the proposed project.

The Alternative Unit Mix Alternative would have less environmental impacts compared to the proposed project regarding energy impacts due to reduced electricity consumption.

Geology and Soils

Due to the slope, soil conditions, and location of the project site, prior to implementation of mitigation measures, the proposed project would have potentially significant impacts before mitigation on seismic-related hazards and paleontological resources. With the implementation of Mitigation Measures GEO-1 (Geotechnical Investigation Recommendations) and GEO-2 (Technical Paleontological Assessment), impacts would be reduced to less than significant. The proposed project would have less than significant impacts with regard to soil erosion and wastewater disposal systems.

Because the development of the Alternative Unit Mix Alternative would have the same development footprint and ground disturbance area on the same project site, this alternative would have similar impacts related to seismic-related hazards, unstable soils, expansive soils, and paleontological resources. Similar to the proposed project, implementation of this alternative would also expose people and structures to potential adverse effects associated with seismic, geologic, and soil hazards, since new land uses would be developed on the project site. Mitigation Measures GEO-1 and GEO-2 would be required to reduce impacts to less than significant.

The Alternative Unit Mix Alternative would be a similar use and would have similar impacts as the proposed project regarding geology and soils.

Greenhouse Gas Emissions

The proposed project would result in an increase of construction and operational emissions for the proposed buildings and associated site improvements. The proposed project's construction and operation emissions are expected to be consistent with the Southern California Association of Government's (SCAG) Connect SoCal 2024, the California Air Resources Board's (CARB) 2022 Scoping Plan, the General Plan, and the City's Climate and Environmental Action Plan. Impacts to applicable plans that reduce greenhouse gas (GHG) emissions would be less than significant. The proposed project would generate approximately 7,428.01 metric tons of carbon dioxide equivalent ($MTCO_2e$) per year upon complete project buildout; however, because neither the City or County have thresholds for GHG emissions, and because the proposed project would be consistent with the applicable GHG reduction plans and would implement Mitigation Measures AQ-2 (Architectural Coatings) and AQ-3 (Electric Landscaping Equipment), impacts on GHG emissions generation would be less than significant with mitigation incorporated.

The Alternative Unit Mix Alternative would also result in an increase of GHG emissions related to the construction and operation of the proposed buildings and infrastructure, compared to existing conditions. However, compared to the proposed project, the Alternative Unit Mix Alternative would result in 56 fewer residential units. Therefore, this alternative would generate less GHG emissions because it would be a smaller overall development. With the Alternative Unit Mix Alternative, proportionately less GHG emissions impacts from additional area and mobile sources would occur, as compared to the proposed project. As with the proposed project, the combined construction and operational GHG emissions would also result in less than significant impacts under the Existing Culvert to Remain Alternative. Mitigation Measures AQ-2 and AQ-3 would also be required to reduce the air quality impacts of this alternative, which would reduce GHG emissions. Therefore, this alternative would also be consistent with the applicable GHG reduction plans, and impacts would be less than significant.

The Alternative Unit Mix Alternative would have less environmental impacts compared to the proposed project regarding GHG emissions impacts due to reduced emissions generation.

Hazards and Hazardous Materials

The proposed project would result in disturbance to areas of the project site that are not currently developed. The project site is located within a Very High Fire Hazard Severity Zone (VHFHSZ). None of the parcels located within the project site are listed in the Cortese database. Construction of the proposed project would utilize hazardous materials, however, compliance with existing State and local procedures related to the handling of hazardous substances would

minimize potential health risks. The proposed project would have less than significant impacts related to the routine transport, use, or disposal of hazardous materials, accidental release of hazardous materials, school sites, airports, an emergency evacuation plan, and wildland fires.

The Alternative Unit Mix Alternative would be located on the same project site and would therefore be located within a VHFHSZ and would not contain sites listed in the Cortese database. Implementation of this alternative would result in the potential for accidental release of hazardous materials associated with construction and operation, similar to the proposed project, given that the Alternative Unit Mix Alternative would have the same uses and development footprint. As with the proposed project, with compliance with existing regulations, this alternative would have less than significant impacts with regard to hazards and hazardous materials.

The Alternative Unit Mix Alternative would be a similar use and would have similar impacts as the proposed project regarding hazards and hazardous materials.

Hydrology and Water Quality

The proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) permit and regional MS4 permit and would be required to prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) demonstrating compliance with the Construction General Permit. The SWPPP would include best management practices (BMPs) for controlling sediment and other pollutants in stormwater. The proposed project would increase impervious surfaces and decrease pervious surfaces on-site compared to the existing drainage conditions. The proposed project includes the development of structural BMPs (infiltration trench with storage, detention systems, and hydrodynamic separator units) and non-structural BMPs (construction-phase erosion control BMPs, education and training, and monitoring and maintenance) to prevent long-term drainage and water quality impacts associated with the construction and operation of the proposed project.

With implementation of State, regional, and local regulations and requirements, and best management practices, stormwater runoff generated during short- and long-term project construction and operation would be adequately controlled prior to entering the City's existing storm drain system. Additionally, the proposed project would not decrease groundwater supplies or interfere with groundwater recharge, substantially alter the existing drainage pattern of the site or area, or conflict with or obstruct a water quality control plan. Hydrology and water quality impacts would be less than significant.

The Alternative Unit Mix Alternative would have the same development footprint and uses as the proposed project and would therefore also be required to comply with the NPDES permit, prepare a SWPPP, and implement BMPs. This alternative would have similar short-term construction-related impacts as the proposed project. This alternative would also have similar long-term operational impacts associated with on-site drainage, as the same structural BMPs would be implemented, and this alternative would increase the impervious surface area of the site. As with the proposed project, with compliance with existing regulations, impacts related to hydrology and water quality would be less than significant.

The Alternative Unit Mix Alternative would be a similar use and would have similar impacts as the proposed project regarding hydrology and water quality.

Land Use and Planning

With implementation of the proposed project, the existing circulation system would be expanded slightly to add roadway segments and pedestrian pathways that would serve the proposed project and surrounding area. While the proposed project would involve the construction of multiple buildings and site improvements, the proposed development would not create a barrier that would divide an established community or conflict with land use policy. Additionally, the proposed project would be consistent with the General Plan goals and policies applicable to the site,

the Municipal Code, and Connect SoCal 2024. The proposed project does require a General Plan Amendment to change the land use designation of a 5.33-acre portion of the project site, and a Specific Plan Amendment to accommodate the proposed developments. However, the proposed project would develop the site to be consistent with the goals of the General Plan, which envision the project site as the future Downtown Subarea. Therefore, land use impacts would be less than significant.

The Alternative Unit Mix Alternative would similarly expand the circulation system of the site, would be consistent with the General Plan goals and policies applicable to the site, as well as the Municipal Code and Connect SoCal 2024. Implementation of this alternative would similarly require a General Plan Amendment and Specific Plan Amendment. This alternative would establish a Downtown Subarea and create a mixed-use development; however, this alternative would result in 56 fewer residential units, which would not maximize the potential of the site. As with the proposed project, impacts related to land use and planning would be less than significant under this alternative.

The Alternative Unit Mix Alternative would be a similar use and would have similar impacts as the proposed project regarding land use and planning.

Noise

While the proposed project would involve construction of multiple buildings and infrastructure improvements, construction would not create noise or vibration impacts that would impact sensitive receptors or exceed established noise thresholds, and construction-related noise impacts would be less than significant. Operation of the proposed project would not cause groundborne vibration. However, prior to implementation of mitigation measures, operation of the outdoor amphitheatre component of the proposed project would have potentially significant impacts related to substantial noise increase in excess of standards. With implementation of Mitigation Measure NOI-1 (Project-Specific Detailed Noise Impact Study for Amphitheatre), impacts on noise would be reduced to less than significant.

The Alternative Unit Mix Alternative would have similar construction-related noise and vibration impacts as the proposed project because it would include the same development footprint and uses. The project construction schedule would be similar to the proposed project. Operation of this alternative would not cause groundborne vibration. This alternative would include the same outdoor amphitheatre component as the proposed project; therefore, impacts associated with the outdoor amphitheatre would have potentially significant impacts with regard to noise levels. Mitigation Measure NOI-1 would be required to reduce noise impacts to a less than significant level under this alternative. No other stationary sources of noise associated with project buildout would be significant. Stationary noise sources associated with the proposed institutional, commercial, residential, and park uses would be similar between the proposed project and the Alternative Unit Mix Alternative, as no changes in use are proposed under this alternative.

Additionally, the proposed project would insignificantly increase noise levels on the surrounding roadways due to an increase in average daily traffic associated with the site. This alternative would also increase average daily traffic and thus noise levels from mobile sources. However, because the Alternative Unit Mix Alternative would result in 56 fewer residential units, therefore resulting in less average daily traffic, this alternative would have reduced mobile source noise impacts compared to the proposed project. As with the proposed project, this alternative would result in less than significant noise impacts with mitigation incorporated.

The Alternative Unit Mix Alternative would have less environmental impacts compared to the proposed project regarding noise, given that it would result in reduced mobile source noise impacts. However, it would still be a similar use and would have similar, less than significant impacts with mitigation incorporated as the proposed project.

Population and Housing

The proposed project would introduce two mixed-use buildings with 240 residential units, a hotel, and new commercial uses to the project site. Accordingly, the proposed project is anticipated to add 240 housing units, 231 jobs, and approximately 891 people to the City. These projections are consistent with the General Plan projections for the City through 2045, as well as Connect SoCal 2024's projections for the Southern California region. No housing is present on-site under existing conditions; therefore, the proposed project would not displace housing. Impacts related to population and housing would be less than significant.

The Alternative Unit Mix Alternative would result in 56 fewer residential units than the proposed project. Under this alternative, 184 housing units would be introduced to the project site. Utilizing the estimated number of people per household as provided by the City of Thousand Oaks Housing Element (2.75), Buildings E2 and E3 would be anticipated to contribute to a population increase of approximately 506 people. Comparatively, the proposed project would result in approximately 660 people associated with the residential units.

Therefore, this alternative would result in a population increase of approximately 737 people, would introduce 184 new housing units to the City, and would result in 231 new jobs. Compared to the proposed project, this alternative would result in the same number of jobs but would reduce the population associated with the project by approximately 154 people. As with the proposed project, this alternative would therefore be consistent with the General Plan projections for the City through 2045, as well as Connect SoCal 2024. This alternative would also not displace housing. Impacts related to population and housing would be less than significant under this alternative.

The Alternative Unit Mix Alternative would have less environmental impacts compared to the proposed project regarding population and housing, given that it would result in fewer housing units and a lower population increase. However, it would still be a similar use and would have similar, less than significant impacts as the proposed project.

Public Services and Recreation

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 proposed project would pay developer fees to the Fire Department and the school district and capital improvement fees to be used for the purpose of acquiring or improving VCSO/TOPD police facilities, and would not require the construction of new library branches or the expansion of existing library branches to serve the proposed project. Public services impacts would be less than significant.

The Alternative Unit Mix Alternative would result in similar increased demands upon public services because new uses would be developed and new residents, visitors, and employees would be introduced to the site. However, because this alternative would result in 56 less residential units and 154 less people than the proposed project, increased demands upon public service would be reduced in comparison to the proposed project. The less than significant increased demands upon public services that would occur with the proposed project would also occur with this alternative, but to a lesser degree. Impacts related to public services would be less than significant.

The proposed project would include development of a 2.16-acre park on-site, which would offset impacts regarding the use of existing neighborhood and regional parks or other recreational facilities. Recreation impacts would be less than significant.

The Alternative Unit Mix Alternative would introduce the same park use to the site, which would offset impacts regarding the use of existing neighborhood and regional parks or other recreational facilities. This alternative would also result in 154 less people associated with the site overall, which would marginally reduce potential impacts to recreational facilities compared to the proposed project. Recreation impacts would be less than significant.

The Alternative Unit Mix Alternative would have less environmental impacts compared to the proposed project regarding public services and recreation impacts due to a slight reduction in the overall population associated with the site, and therefore the associated demand for public services and recreation facilities.

Transportation

The proposed project would result in an increase in population and intensity of uses at the project site due to the introduction of residential units and additional commercial uses, public park space, and performing arts venues to the project site. Even with the implementation of TDM strategies which are incorporated into the proposed project design, the proposed project would have significant and unavoidable impacts related to VMT and cumulative VMT impacts. The residential component of the proposed project would be below the citywide baseline impact threshold of 15.33 VMT per capita. However, the proposed project would result in 26.37 VMT per employee with implementation of TDM strategies, which would still be above the citywide baseline impact threshold of 22.62 VMT per employee. The proposed project would not conflict with a local program, plan, ordinance, or policy addressing the circulation system, create roadway safety hazards, or negatively affect emergency access to the project site. The proposed project would introduce new roadways, fire access, and pedestrian pathways throughout the project site, improving emergency access compared to existing conditions. Construction and operation of the proposed project would not create hazards on adjacent roadways; no construction is proposed off-site.

The Alternative Unit Mix Alternative would result in 56 fewer residential units and 154 fewer people than the proposed project. The residential component of this alternative would be below the citywide baseline impact threshold of 15.33 VMT per capita. However, this alternative would still result in 26.44 VMT per employee with implementation of TDM strategies, which would still be above the citywide baseline impact threshold of 22.62 VMT per employee and would result in a slightly greater impact than the proposed project. Therefore, even with implementation of TDM measures, this alternative would still result in significant and unavoidable impacts with regard to VMT. Similar to the proposed project site, this alternative would not conflict with a local program, plan, ordinance, or policy addressing the circulation system, create roadway safety hazards, or negatively affect emergency access to the project site. This alternative would introduce the same roadways, fire access, and pedestrian pathways throughout the project site, improving emergency access compared to existing conditions. Construction and operation of this alternative would not create hazards on adjacent roadways; no construction is proposed off-site.

Therefore, the Alternative Unit Mix Alternative would slightly increase VMT impacts compared to the proposed project, and transportation impacts would still be significant and unavoidable under this alternative. The Alternative Unit Mix Alternative would be a similar use and would have similar impacts as the proposed project.

Tribal Cultural Resources

The proposed project would result in disturbance to areas of the project site that are not currently developed. Though unlikely, the potential exists for project construction to result in the unanticipated discovery of human remains. Prior to implementation of mitigation measures, the proposed project would have potentially significant impacts on tribal cultural resources, due to the potential for undiscovered cultural resources to be located on-site. With the implementation of Mitigation Measures CUL-1 (Worker Environmental Awareness Program) and CUL-2 (Unanticipated Discovery of Cultural Resources), as well as compliance with existing State and local regulations regarding the discovery of human remains/burial sites, impacts on tribal cultural resources would be reduced to less than significant.

The Alternative Unit Mix Alternative would result in the same disturbance areas on-site as the proposed project. The development of Buildings E1 and E2 would still occur in the currently undeveloped area of the site. Therefore, the Alternative Unit Mix Alternative would have potentially significant impacts on tribal cultural resources, due to the potential for the unanticipated discovery of human remains/burial sites. Mitigation Measures CUL-1 and CUL-2 and compliance with existing State and local regulations would be required to reduce impacts to less than significant.

The Alternative Unit Mix Alternative would be a similar use and would have similar impacts as the proposed project regarding tribal cultural resources.

Utilities and Service Systems

The proposed project is located within an approved Specific Plan area, and the project site is currently serviced with existing utilities. As such, the proposed project is not expected to create physical environmental impacts from construction activities associated with 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 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 Alternative Unit Mix Alternative would result in similar increased demands upon utilities and service systems because new uses would be developed and new residents, visitors, and employees would be introduced to the site. However, because this alternative would result in 56 fewer residential units and 154 fewer people than the proposed project, increased demands upon utilities and service systems would be reduced in comparison to the proposed project. The less than significant increased demands upon utilities and service systems that would occur with the proposed project would also occur with this alternative, but to a lesser degree. Impacts related to utilities and service systems would be less than significant.

The Alternative Unit Mix Alternative would have less environmental impacts compared to the proposed project regarding utilities and service systems impacts due to a slight reduction in the overall population associated with the site, and therefore the associated demand on utilities and service systems.

Wildfire

The proposed project would introduce new people, buildings, and intensified uses in a VHFHSZ and a WUI. However, the site is located in an urbanized area of the City and is in close proximity to existing evacuation routes. Implementation of the proposed project would increase fire access throughout the site and would modernize the fire-resistance of the site. The proposed buildings, infrastructure, and landscaping would meet or exceed State and regional regulations related to ignition-resistant materials and design features, fire sprinklers, fire apparatus access, defensible space, and fuel modification zones. Further, the proposed project would result in an increase in the average daily on-site population at the site by approximately 1,491 people, which would not significantly impact the response times and services of the VCFD. Wildfire impacts would be less than significant.

The Alternative Unit Mix Alternative would be located within the same site and would introduce new structures and people to a VHFHSZ and WUI. This alternative would similarly increase fire access throughout the site and would modernize the fire-resistance of the site. All proposed buildings, infrastructure, and landscaping would have the same design features as the proposed project and would therefore meet or exceed State and regional regulations related to ignition-resistant materials and design features, fire sprinklers, fire apparatus access, defensible space, and fuel modification zones. Because this alternative would result in 56 fewer residential units, the average daily on-site population anticipated under this alternative is approximately 1,337 people. Therefore, this alternative would result in a reduced population increase associated with the new development of 154 people. Anticipated service calls to the VCFD would be slightly reduced under this alternative due to the lower on-site population. Similar to the proposed project, impacts on emergency services would be less than significant. With compliance with existing regulations, wildfire impacts would be less than significant under this alternative.

The Alternative Unit Mix Alternative would have less environmental impacts compared to the proposed project regarding wildfire, given that it would result in a lower average daily on-site population and therefore reduced service calls to the VCFD. However, it would still be a similar use and would have similar, less than significant impacts as the proposed project.

Ability to Meet Project Objectives

As detailed in Table 8-4, Alternative Unit Mix Alternative and Project Objectives, the Alternative Unit Mix Alternative would meet the majority of the project's basic objectives.

Table 8-5
Alternative Unit Mix Alternative and Project Objectives

Objective	Discussion
Provide a mixed-use community on the project site, located within the General Plan Downtown Subarea, of sufficient residential and commercial density to generate consistent activity, stimulate economic growth, and catalyze future private reinvestment in the surrounding area, thereby making best economic use of City-owned parcels and increasing tax revenues in support of City services.	**Not Achieved.** This alternative would introduce a mixed-use community on the project site, located within the Downtown Subarea. However, this alternative would not provide sufficient residential and commercial density to generate consistent activity on-site needed to sustain the remaining proposed uses and stimulate economic growth.
Provide flexible public spaces for community and cultural events like farmers' markets, performances, and gatherings throughout the day, which position the project site as the premier destination for civic, cultural, and entertainment uses.	**Achieved.** This alternative would change the existing uses of the site and would reuse and renovate parts of the existing City Hall building and would therefore provide flexible spaces for community and cultural events.
Renovate and rehabilitate the existing City Hall administrative offices in a manner that facilitates improved City service delivery, public wayfinding, governmental transparency, efficiency, and accessibility, and encourages public participation in civic life.	**Achieved.** This alternative would change the existing City Hall administrative offices and adaptively reuse the Civic Arts Plaza complex and would therefore increase efficiency, wayfinding, transparency, public participation, and accessibility.
Provide market-rate affordable housing units to help alleviate the State's housing crisis and support the City's Regional Housing Needs Assessment (RHNA) goals.	**Partially Achieved.** This alternative would introduce 28 low-income affordable housing units to the site. However, this alternative would not provide as many affordable units as the proposed project (39), and therefore would not provide the quantity and variety of housing opportunities desired by the City to reach its RHNA goals.
Provide a new hotel use of sufficient scale and density to support the performing arts venues on the site by creating overnight accommodation for visitors and/or performers, increasing daily visitors to support commercial businesses within the downtown area; and to maximize new transient occupancy tax revenues to the City.	**Achieved.** This alternative would introduce a new hotel to support the performing arts venues on-site.
Incentivize alternative modes of travel such as rideshare, bicycling, and walking to, from, and within the site by consolidating parking, providing pedestrian-focused street design, and including active ground-floor commercial or entertainment uses in all structures.	**Achieved.** This alternative would change the existing infrastructure, parking, and roadway system on-site to incentivize alternative modes of travel to, from, and within the site.
Position new development to screen the existing parking garage from view from Thousand Oaks Boulevard and neighboring properties.	**Achieved.** This alternative would develop Buildings E1, E2, and E3 to screen the existing parking garage from view from Thousand Oaks Boulevard and neighboring properties.

Conclusion

The Alternative Unit Mix Alternative would not attain all of the proposed project's objectives; compared to the proposed project, it would not provide the same residential and commercial density to generate consistent activity on-site that would stimulate economic growth. This alternative would develop fewer residential units than the proposed project and would therefore not meet the project's goals of sufficient economic use of the City's parcels. This alternative would also not provide the quantity of affordable housing units desired by the City compared to the proposed project. Additionally, this alternative would not avoid the significant and unavoidable impacts related to air quality and transportation that would similarly result from the proposed project; VMT-related impacts from this alternative would be marginally greater than the VMT impacts of the proposed project. Therefore, this alternative would not achieve all project objectives or significantly reduce environmental impacts compared to the proposed project.

8.4.4 Environmentally Superior Alternative

Table 8-6 summarizes the comparative analysis presented above (i.e., the alternatives compared to the proposed project). Review of Table 8-6 indicates that the No Project Alternative is the environmentally superior alternative, because it would avoid or lessen the majority of impacts associated with development of the proposed project. According to CEQA Guidelines Section 15126.6(e), "if the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." Accordingly, an environmentally superior alternative among the other alternatives is identified below.

Table 8-6
Comparison of Alternatives

Sections	No Project Alternative	Existing Culvert to Remain Alternative	Alternative Unit Mix Alternative
Aesthetics	↓	=	=
Air Quality	↓	↓	↓
Biological Resources	↓	=	=
Cultural Resources	↓	=	=
Energy	↓	↓	↓
Geology and Soils	↓	=	=
Greenhouse Gas Emissions	↓	↓	↓
Hazards and Hazardous Materials	↓	=	=
Hydrology and Water Quality	↓	↓	=
Land Use and Planning	↓	=	=
Noise	↓	↓	↓
Population and Housing	↓	↓	↓
Public Services and Recreation	↓	↓	↓
Transportation	↓	=	↑
Tribal Cultural Resources	↓	=	=
Utilities and Service Systems	↓	↓	↓
Wildfire	↓	↓	↓

Notes:

↑ Indicates an impact that is greater than the proposed project (environmentally inferior).

↓ Indicates an impact that is less than the proposed project (environmentally superior).

= Indicates an impact that is equal to the proposed project (neither environmentally superior nor inferior).

The Existing Culvert to Remain Alternative would have less environmental impacts compared to the proposed project with regard to energy, GHG emissions, hydrology and water quality, noise, population and housing, public services and recreation, utilities and service systems, and wildfire. The impacts of this alternative related to energy, hydrology and water quality, population and housing, public services and recreation, utilities and service systems, and wildfire would be less than significant, similar to the proposed project. The impacts of this alternative related to GHG emissions and noise would be less than significant with mitigation incorporated, similar to the proposed project. This alternative would result in similar environmental impacts to aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, land use and planning, and tribal cultural resources as the proposed project. Impacts related to air quality would still be significant and unavoidable, with mitigation incorporated, and impacts related to transportation would still be significant and unavoidable, similar to the proposed project. Air quality and VMT impacts would be slightly reduced in comparison to the proposed project, due to the reduced unit count, commercial square footage, and grading, however, impacts would still be significant and unavoidable.

The Existing Culvert to Remain Alternative would not achieve all of the project's objectives. This alternative would develop fewer residential units and less commercial square footage than the proposed project, and would therefore not meet the project's goals of sufficient economic use of the City's parcels (Objective 1). This alternative would also not provide the quantity of affordable housing units desired by the City compared to the proposed project (Objective 4). Additionally, this alternative would not avoid the significant and unavoidable impacts related to air quality and transportation that would similarly result from the proposed project. Overall, this alternative would be environmentally superior based on marginal reductions in impacts related to air quality, energy, GHG emissions, hydrology and water quality, noise, population and housing, public services and recreation, utilities and service systems, and wildfire, but it would not achieve project Objective 1 and would not achieve Objective 4 to the same extent as the proposed project, and it would still result in significant and unavoidable impacts on air quality and transportation. Therefore, this alternative would not achieve all project objectives or significantly reduce environmental impacts compared to the proposed project.

The Alternative Unit Mix Alternative would have less environmental impacts compared to the proposed project with regard to energy, GHG emissions, noise, population and housing, public services and recreation, utilities and service systems, and wildfire. The impacts of this alternative related to energy, population and housing, public services and recreation, utilities and service systems, and wildfire would be less than significant, similar to the proposed project. The impacts of this alternative related to GHG emissions and noise would be less than significant with mitigation incorporated, similar to the proposed project. This alternative would result in similar environmental impacts to aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, and tribal cultural resources as the proposed project. Impacts related to air quality would still be significant and unavoidable, with mitigation incorporated, and impacts related to transportation would still be significant and unavoidable, and marginally greater compared to the proposed project. Air quality impacts would be slightly reduced in comparison to the proposed project, due to the reduced unit count; however, VMT impacts would be marginally greater, and impacts would still be significant and unavoidable.

The Alternative Unit Mix Alternative would not achieve all of the project's objectives. This alternative would not maximize the development capacity of the site. This alternative would develop fewer residential units than the proposed project, and would therefore not meet the project's goals of sufficient economic use of the City's parcels (Objective 1). This alternative would also not provide the quantity of affordable housing units desired by the City compared to the proposed project (Objective 4). Additionally, this alternative would not avoid the significant and unavoidable impacts related to air quality and transportation that would similarly result from the proposed project; VMT-related impacts from this alternative would be marginally greater than the VMT impacts of the proposed project. Overall, this alternative would marginally reduce impacts related to air quality, energy, GHG emissions, noise, population and housing, public services and recreation, utilities and service systems, and wildfire, compared to the proposed project, but it would not achieve project Objective 1 and would not achieve Objective 4 to the same extent

as the proposed project. It would result in marginally greater VMT impacts, and would still result in significant and unavoidable impacts on air quality and transportation. Therefore, this alternative would not achieve all project objectives or significantly reduce environmental impacts compared to the proposed project.

Between the Existing Culvert to Remain Alternative and the Alternative Unit Mix Alternative, the Existing Culvert to Remain Alternative would be environmentally superior because it would also reduce impacts to hydrology and water quality and transportation, and the reduction in impacts to air quality would be greater than with the Alternative Unit Mix Alternative. However, this alternative would not achieve all of the project objectives; it would not meet the project's goals of sufficient economic use of the City's parcels, and would not provide the quantity of affordable housing units desired by the City compared to the proposed project. Additionally, this alternative would not avoid the significant and unavoidable impacts related to air quality and transportation that would similarly result from the proposed project. Therefore, this alternative would not achieve all project objectives or significantly reduce environmental impacts compared to the proposed project.

9.0 Organizations and Persons Consulted/List of Preparers

Lead Agency/Applicant

CITY OF THOUSAND OAKS
2100 Thousand Oaks Boulevard
Thousand Oaks, CA 91362

Akbar Alikhan, Deputy City Manager
Kelvin Parker, Community Development, Director
Fabiola Zelaya Melicher, AICP, Community Development, Deputy Director
Krystin Rice, Community Development, Planning Division Manager
Justine Kendall, AICP, Community Development, Senior Planner, Project Manager
Tracy Noonan, City Attorney

Public Services and Utilities

VENTURA COUNTY FIRE DEPARTMENT
165 Durley Avenue
Camarillo, CA 93010

Dustin Gardner, Fire Chief
Chad Cook, Deputy Fire Chief
Nick Resendes, Fire Prevention Officer

LOS ANGELES COUNTY FIRE DEPARTMENT
1320 North Eastern Avenue
Los Angeles, CA 90063

Kien Chin, Planning Analyst (Fire)

VENTURA COUNTY SHERIFF'S OFFICE/THOUSAND OAKS POLICE DEPARTMENT
2101 East Olsen Road
Thousand Oaks, CA 91362

Jeremy Paris, Chief/Commander

CONEJO VALLEY UNIFIED SCHOOL DISTRICT
750 Mitchell Road
Newbury Park, CA 91320

Victor Hayek, Deputy Superintendent

CONEJO RECREATION AND PARK DISTRICT
403 West Hillcrest Drive
Thousand Oaks, CA 91360

Andrew Mooney, Administrator, Parks and Planning
Anna Huber, Conejo Open Space Conservation Agency, Community Development Analyst

GRANT R. BRIMHALL LIBRARY
1401 East Janss Road
Thousand Oaks, CA 91362

Darren Jeffrey, Deputy Library Services Director

CITY OF THOUSAND OAKS PUBLIC WORKS DEPARTMENT
2100 Thousand Oaks Boulevard
Thousand Oaks, CA 91362

Nader Heydari, PE, CCM, LEED AP, Director
Jim Taylor, Senior Civil Engineer
Brad Bussell, Senior Civil Engineer
Mark Bueno, Associate Engineer

Design Team and Specific Plan Preparer

Project Design Team:

RRM DESIGN GROUP
422 East Main Street
Ventura, CA 93001

Nick Deitch, AIA, Principal

SMITH GROUP
350 South Grand Avenue
Suite 1800
Los Angeles, CA 90071

Maria Martinico, CID, IIDA, LEED AP, Senior Principal

Specific Plan Preparer:

RRM DESIGN GROUP
422 East Main Street
Ventura, CA 93001

Anthony Tomasello, LEED AP, Manager of Planning
Rachel Hollander, AICP, Senior Planner
Debbie Rudd, Managing Partner

EIR Preparer

CSG CONSULTANTS, INC.
3240 El Camino Real
Suite 190
Irvine, CA 92602

Glenn Lajoie, AICP, Principal and Director of Environmental Planning, Project Manager
Kelli Allen, Environmental Project Manager, Analyst
Oscar Escobar, Environmental Project Manager, Analyst
Jennifer French, Publications Specialist

Technical Consultants

MICHAEL BAKER INTERNATIONAL
5 Hutton Centre Drive
Suite 500
Santa Ana, CA 92707

Eddie Torres, Technical Manager – Air Quality/Greenhouse Gas/Energy/Noise
Darshan Shivaiah, Technical Specialist
Dennis Dinh, Environmental Analyst
Jeanette Cappiello, Graphic Artist

CITADEL EHS
1725 Victory Boulevard
Glendale, CA 91201

Mark Drollinger, M. Eng., CSP, CHMM, Principal
Paola Gomez-Birenbaum, P.G., Associate Practice Leader, Associate Principal Geologist
Kyle Johnston, Staff Specialist
Quinn Elizondo, Staff Geologist

CRM TECH
1016 East Cooley Drive
Suite A/B
Colton, CA 92324

Tom Tang, Principal Investigator – History/Architectural History
Nina Gallardo, Archaeologist
Hunter O'Donnell, Archaeologist

EPD SOLUTIONS, INC.
3333 Michelson Drive
Suite 500
Irvine, CA 92612

Meghan Macias, TE, Director of Technical Services
Cameron Lukos, GIS Specialist

INTENTIONALLY LEFT BLANK

10.0 References

10.1 Bibliography

10.1.1 Environmental Impact Analysis (Section 5.0)

Aesthetics (Section 5.1)

California Department of Transportation. 2026. *Statewide Scenic Highway [Map].* https://experience.arcgis.com/experience/47e2009986264718a5a13a2c81382774. Accessed January 6, 2026.

City of Thousand Oaks*. Thousand Oaks General Plan 2045: 2045 General Plan Update Draft Environmental Impact Report*. June 2, 2023.

State of California Department of Finance*.* 2025. *E-1 Population and Housing Estimates for Cities, Counties, and the State – January 1, 2024 and 2025.* May. https://dof.ca.gov/media/docs/forecasting/Demographics/estimates-e1/E-1_2025_InternetVersion.xlsx. Accessed December 15, 2025.

Air Quality (Section 5.2)

California Air Resources Board. *2000 Diesel Risk Reduction Plan*. March 14, 2023. https://ww2.arb.ca.gov/our work/programs/diesel-risk-reduction-plan.

California Air Resources Board. 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. http://www.aqmd.gov/docs/default-source/ceqa/handbook/california-air-resources-board-air-quality-and-land-use-handbook-a-community-health-perspective.pdf.

California Air Resources Board. AQMIS Air Quality and Meteorological Information's Systems. https://www.arb.ca.gov/aqmis2/aqdselect.php. Accessed November 21, 2025.

California Air Resources Board and U.S. Environmental Protection Agency. 2015. Ambient Air Quality Standards chart. 4 May. http://www.arb.ca.gov/research/aaqs/aaqs2.pdf.

California Air Resources Board. EMFAC2021 Adjustment Factors Request Letter, Attachment A: EMFAC Off-Model Adjustment Factors to Remove Emissions Benefits of Advanced Clean Trucks, Zero-Emission Airport Shuttle, Warranty Phase 1, and Heavy-Duty Omnibus Regulations. https://ww2.arb.ca.gov/sites/default/files/2025-12/Attachment%20A%20-%20Description%20of%20EMFAC2021%20Adjustment%20Factors.pdf. Accessed February 10, 2026.

California Air Resource Board. HARP AERMOD Meteorological Files. https://ww2.arb.ca.gov/resources/documents/harp-aermod-meteorological-files. Accessed October 27, 2025.

California Air Resources Board. iADAM Air Quality Data Statistics. http://www.arb.ca.gov/adam/. Accessed November 21, 2025.

California Air Resource Board. *Overview: Diesel Exhaust & Health*. https://ww2.arb.ca.gov/resources/overview-diesel-exhaust- and-health. Accessed October 27, 2025.

California Department of Finance. *Population and Housing Estimates for Cities, Counties, and the State, January 2021-2024, with 2020 Benchmark*. https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/. Accessed March 17, 2025.

California Department of Transportation. *Traffic Census Program*. https://dot.ca.gov/programs/traffic-operations/census. Accessed October 27, 2025.

California Office of Environmental Health Hazard Assessment. 2012. Air Toxics Hot Spots Program Risk Assessment Guidelines Technical Support Document for Exposure Assessment and Stochastic Analysis. https://oehha.ca.gov/media/downloads/crnr/exposureassessment2012tsd.pdf.

Centers for Disease Control and Prevention. More information about the estimated areas with blastomycosis, coccidioidomycosis (Valley fever), and histoplasmosis in the United States, https://www.cdc.gov/fungal/pdf/more-information-about-fungal-maps-508.pdf. Accessed January 5, 2026.

Michael Baker International, Air Quality/Greenhouse Gas Emissions/Energy Data, February 6, 2026.

Period of Record Monthly Climate Summary, *Oxnard, CA.* February 21, 2023. https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca6569.

San Joaquin Valley Air Pollution Control District. 2014. *Application for Leave to File Brief of Amicus Curiae Brief of San Joaquin Valley Unified Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party In Interest and Respondent, Friant Ranch, L.P. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno.*

South Coast Air Quality Management District. 2014. *Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae. In the supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno.*

Southern California Association of Governments. *Connect SoCal: A Plan for Navigating to a Brighter Future (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy).* adopted April 4, 2024.

Southern California Association of Governments. *Connect SoCal 2020, Demographics and Growth Forecast*. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579. Accessed March 17, 2025.

United States Environmental Protection Agency. EPA Off-Model Adjustment Factors Approval Letter. https://www.epa.gov/system/files/documents/2025-12/epa-off-model-adjustment-factors-approval-letter.pdf. Accessed February 10, 2026.

Ventura County Air Pollution Control District. 2022 Ventura County Air Quality Management Plan, December 13, 2022, https://www.vcapcd.org/wp-content/uploads/pubs/Planning/AQMP/2022/Final-2022-AQMP-with-appendices-20221130.pdf.

Ventura County Air Pollution Control District. 2004. “Rule 50 – Opacity.” 2004a. 10 March 2023. http://vcapcd.org/Rulebook/Reg4/RULE%2050.pdf.

Ventura County Air Pollution Control District. 2004. “Rule 51 – Nuisance.” 10 March 2023. http://vcapcd.org/Rulebook/Reg4/RULE%2051.pdf.

Ventura County Air Pollution Control District. 2008. “Rule 55 – Fugitive Dust.” 10 March 2023. http://vcapcd.org/Rulebook/Reg4/RULE%2055.pdf

Ventura County Air Pollution Control District. 2008. “Rule 55.1 – Paved Roads And Public Unpaved Roads.” 10 March 2023. http://vcapcd.org/Rulebook/Reg4/RULE%2055.pdf.

Ventura County Air Pollution Control District. 2003. "Ventura County Air Quality Assessment Guidelines." 10 March 2023. http://vcapcd.org/pubs/Planning/VCAQGuidelines.pdf.

Biological Resources (Section 5.3)

Bancroft Construction Services, Downtown Thousand Oaks Project Arborist Report, January 9, 2026.

Climate Data. Thousand Oaks Climate. N.d. https://en.climate-data.org/north-america/united-states-of-america/california/thousand-oaks-1421/. Accessed November 16, 2025.

Michael Baker International, Biological Resources Assessment for the Downtown Thousand Oaks Specific Plan in Thousand Oaks, Ventura County, California, February 6, 2026.

Cultural Resources (Section 5.4)

CRM TECH, Historical/Archaeological Resources Survey Report, Downtown Thousand Oaks Project, City of Thousand Oaks, Ventura County, California, October 12, 2025.

CRM TECH, Extended Phase I Archaeological Exploration Program, Downtown Thousand Oaks Project, City of Thousand Oaks, Ventura County, California, December 23, 2025.

Energy (Section 5.5)

California Air Resources Board. Current California GHG Emission Inventory Data. https://ww2.arb.ca.gov/ghg-inventory-data. Accessed November 4, 2025.

California Air Resources Board. 2021. EMission FACtor Model. *(EMFAC2021)*. Accessed on October 16,2025.

California Energy Commission. 2024. *Electricity Consumption*. https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0, Accessed October 16, 2025.

California Energy Commission. 2023. Final 2022 Integrated Energy Policy Report Update. Page 140. 10 May.

California Energy Commission. 2024. *Natural Gas Consumption by County.* https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-1. Accessed October 16, 2025.

California Energy Commission. 2023 Integrated Energy Policy Report. Page 130. July 14, 2024.

California Energy Commission. Supply and Demand of Natural Gas in California. https://www.energy.ca.gov/data-reports/energy-almanac/californias-natural-gas-market/supply-and-demand-natural-gas-california. Accessed October 16, 2025.

California Energy Commission. 2024. Total System Electric Generation. https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2024-total-system-electric-generation. Accessed October 16, 2025.

City of Thousand Oaks. 2024. *City of Thousand Oaks Climate & Environmental Action Plan.* https://www.toclimateaction.org/. May.

City of Thousand Oaks. 2023. Thousand Oaks General Plan 2045. 5 December. https://toaks2045.org/plan-chapters/.

Federal Register. Vol. 86. No. 247. December 29, 2021.

Federal Register. Vol. 87. No. 49. March 14, 2022.

Michael Baker International, Air Quality/Greenhouse Gas Emissions/Energy Data, February 6, 2026.

United States Energy Information Administration. 2023. Table F16: Total Petroleum Consumption Estimates. https://www.eia.gov/state/seds/sep_fuel/html/fuel_use_pa.html. Accessed November 4, 2025.

Geology and Soils (Section 5.6)

Cotton, Shires, and Associates, Inc., Geotechnical Investigation, Civic Arts Plaza Master Plan, City of Thousand Oaks, 2100 Thousand Oaks Blvd, Thousand Oaks, California 91362, May 2025.

U.S. Geological Survey. Areas of Land Subsidence in California. https://ca.water.usgs.gov/land_subsidence/california-subsidence-areas.html. Accessed November 30, 2025.

Greenhouse Gas Emissions (Section 5.7)

14 California Code of Regulations Section 15064(h)(3).

Association of Environmental Professionals. 2016. *Final White Paper Beyond 2020 and Newhall: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California*. 18 October.

California Air Resources Board. 2022. *2022 Scoping Plan*. 16 November.

California Air Resources Board. Cap-and-Trade Regulation (Title 17, CCR §§ 95800–96023). https://ww2.arb.ca.gov. Accessed February 4, 2026

California Air Resource Board. 2025. *Current California GHG Emission Inventory Data*. https://ww2.arb.ca.gov/ghg-inventory-data. Accessed February 03, 2026.

California Natural Resources Agency. 2009. Final Statement of Reasons for Regulatory Action. pp. 11-13, 14, 16. https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/Final_Statement_of_Reasons.pdf.

Office of Planning and Research. 2009. Transmittal of the Governor's Office of Planning and Research's Proposed S897 CEQA Guidelines Amendments to the Natural Resources Agency. https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/C01.pdf. Accessed December 7, 2025.

California Natural Resources Agency. Final Statement of Reasons for Regulatory Action, December 2009.

California Natural Resources Agency. 2018. Safeguarding California Plan: 2018 Update. January. http://resources.ca.gov/climate/safeguarding/. Accessed January 22, 2026.

City of Thousand Oaks. 2024. *City of Thousand Oaks Climate & Environmental Action Plan.* May. https://www.toclimateaction.org/.

City of Thousand Oaks. 2023. *Thousand Oaks General Plan 2045*. 5 December. https://toaks2045.org/plan-chapters/.

Intergovernmental Panel on Climate Change. 2022. IPCC Sixth Assessment Report. https://www.ipcc.ch/report/ar6/wg2/. Accessed on February 3, 2026.

Michael Baker International, Air Quality/Greenhouse Gas Emissions/Energy Data, February 6, 2026.

NOAA. Fact Sheets: Wildfires/ FIREX Mission. https://www.esrl.noaa.gov/csl/factsheets/csdWildfiresFIREX.pdf. Accessed on January 20, 2026

Red Cross Red Crescent Climate Centre (RCCC). 2019. Heatwave Guide for Cities. July. https://toolkit.climate.gov/reports/preparing-california-extreme-heat-guidance-andrecommendations. Accessed January 22, 2026.

South Coast Air Quality Management District. 2008. *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans*. 5 December.

Southern California Association of Governments. 2024. *Connect SoCal: A Plan for Navigating to a Brighter Future (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy).* 4 April. https://scag.ca.gov/connect-socal.

United States Environmental Protection Agency. *Inventory of United States Greenhouse Gas Emissions and Sinks 1990 to 2022. 2024.* April. https://www.epa.gov/system/files/documents/2024-04/us-ghg-inventory-2024-main-text_04-18-2024.pdf. Accessed November 24, 2025.

Hazards and Hazardous Materials (Section 5.8)

California Environmental Protection Agency. Cortese List Data Resources. https://calepa.ca.gov/SiteCleanup/CorteseList/. Accessed January 10, 2026.

Citadel, CITADEL Project No. 2606.1006.0 Phase I Environmental Site Assessment Report, 2100 East Thousand Oaks Boulevard, Thousand Oaks, CA 91362, October 7, 2025.

Citadel, CITADEL Project No. 2606.1007.0 Phase II Subsurface Investigation Report 1934, 1938, and 1948 Thousand Oaks Boulevard, Thousand Oaks, CA 91362, November 7, 2025.

Citadel, CITADEL Project No. 2026.1006.0 Additional Site Assessment Letter Report, 1868 East Thousand Oaks Boulevard, Thousand Oaks, CA 91362 February 20, 2026.

Hydrology and Water Quality (Section 5.9)

California Department of Water Resources. SGMA Basin Prioritization Dashboard. https://gis.water.ca.gov/app/bp-dashboard/final/. Accessed January 5, 2026.

California Environmental Protection Agency. Calleguas Creek Watershed Impaired Waters. https://www.waterboards.ca.gov/rwqcb4/water_issues/programs/regional_program/Water_Quality_and_Watersheds/calleguas_creek_watershed/impaired_waters.shtml. Accessed January 4, 2026.

California Department of Water Resources. 2004. Conejo Valley Groundwater Basin. 27 February. https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/4_010_Conejo-alley.pdf.

Cotton, Shires, and Associates, Inc., Geotechnical Investigation, Civic Arts Plaza Master Plan, City of Thousand Oaks, 2100 Thousand Oaks Blvd, Thousand Oaks, California 91362, May 2025.

County of Ventura. One-Stop Permitting Website. https://onestoppermits.venturacounty.gov/departments/watercourse-encroachment. Accessed January 4, 2026.

KPFF Consulting Engineers, Preliminary Hydrology and Low Impact Development Report, Downtown Thousand Oaks Project, 2100 Thousand Oaks Blvd, Thousand Oaks, CA 91362, January 2026.

Ventura County Watershed Protection District. Calleguas Creek. https://www.vcpublicworks.org/wp/calleguas-creek/. Accessed January 4, 2026.

Land Use and Planning (Section 5.10)

City of Thousand Oaks, A Resolution of the City Council of Thousand Oaks Establishing Guidelines for Development within the Corridors of the Route 101 and 23 Freeways, July 1991.

City of Thousand Oaks, Architectural Design Review Guidelines for Commercial Projects, adopted 2005.

City of Thousand Oaks, Architectural Design Review Guidelines for Residential, Industrial, and Institutional Projects, adopted November 7, 2023.

City of Thousand Oaks, Downtown Core Master Plan, endorsed by the Thousand Oaks City Council, June 5, 2018.

City of Thousand Oaks, Specific Plan No. 11, Civic Arts Plaza Specific Plan, current through SPA 2025-70001, February 20, 2026.

City of Thousand Oaks. 2023. Thousand Oaks General Plan 2045. 5 December. https://toaks2045.org/plan-chapters/.

City of Thousand Oaks. 2025. Thousand Oaks Municipal Code, current through Ord. No. 1739-NS, effective October 10, 2025. https://codelibrary.amlegal.com/codes/thousandoaks/latest/thousandoaks_ca/0-0-0-1.

Southern California Association of Governments. 2024. *Connect SoCal: A Plan for Navigating to a Brighter Future (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy).* 4 April. https://scag.ca.gov/connect-socal.

Noise (Section 5.11)

Associated Transportation Engineers, Traffic, Circulation, and VMT Study, January 28, 2026.

California Department of Transportation. *Technical Noise Supplement (TeNS)* (September 2013). Section 2.2.1.

California Department of Transportation. 2020. *Transportation and Construction Vibration Guidance Manual*. April.

City of Thousand Oaks. 2023. *Thousand Oaks General Plan 2045, Noise Element, Table 11.3, Thresholds of Significance for Long-Term Noise Increases*. 5 December.

City of Thousand Oaks. 2023. *Thousand Oaks General Plan 2045, Noise Element, Table 11.4, Construction Noise Thresholds of Significance*. 5 December.

Cyril M. Harris. 1994. *Noise Control in Buildings*.

Elliot H. Berger, Rick Neitzel, and Cynthia A. Kladden. 2015. “Noise Navigator Sound Level Database with Over 1700 Measurement Values.” 26 July.

Federal Highway Administration. FHWA Roadway Construction Noise Model User’s Guide. https://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf. Accessed October 9, 2025.

Federal Highway Administration. Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVNO) Emissions Levels.

Federal Transit Administration. 2018. *Transit Noise and Vibration Impact Assessment Manual*. September. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf.

Governor's Office of Land Use and Climate Innovation. 2023. General Plan Guidelines – Appendix D Noise Element. 5 October.

Hayne, M.J. 2006. *Prediction of Crowd Noise*. November.

Michael Baker International, Noise Data, June 19, 2025.

United States Department of Transportation. Federal Highway Administration. Highway Traffic Noise Analysis and Abatement Policy and Guidance. https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide05.cfm, Accessed December 15, 2025.

Ventura County. Airport Master Plan for Camarillo Airport – Camarillo, California, https://vcportal.ventura.org/AIRPORTS/docs/document_library/Camarillo_Airport_Master_Plan_(Draft_Final).pdf. Accessed November 5, 2025.

Population and Housing (Section 5.12)

California Employment Development Department. Labor Market Information Division. 2025. *Annual Averages Labor Force Data for Cities and Census Designated Places (CDP) 2023.* 28 March. https://labormarketinfo.edd.ca.gov/file/lfhist/23aasub.xls. Accessed December 17, 2025.

California Employment Development Department. Labor Market Information Division. 2025. *Monthly Labor Force Data for Cities and Census Designated Places (CDP) December 2025.* 12 December 12. https://labormarketinfo.edd.ca.gov/file/lfmonth/ventusub.xls. Accessed December 16, 2025.

City of Thousand Oaks. 2023. *Thousand Oaks General Plan 2045 Draft Environmental Impact Report.* 2 June. https://toaks2045.org/document-library/.

City of Thousand Oaks. 2022. *Thousand Oaks General Plan. 2021-2029 Housing Element*. https://toaks2045.org/document-library/. January. Accessed December 16, 2025.

The Natelson Company, Inc. Southern California Association of Governments. 2001. *Employment Density Study Summary Report.* Accessed December 02, 2025.

Southern California Association of Governments. 2024. *Connect SoCal 2024 Demographics and Growth Forecast Technical Report.* 4 April. https://www.scag.ca.gov/sites/default/files/2024-05/23-2987-tr-demographics-growth-forecast-final-040424.pdf. Accessed December 15, 2025.

State of California Department of Finance. 2025. *E-1 Population and Housing Estimates for Cities, Counties, and the State – January 1, 2024 and 2025.* May. https://dof.ca.gov/media/docs/forecasting/Demographics/estimates-e1/E-1_2025_InternetVersion.xlsx. Accessed December 15, 2025

State of California Department of Finance. 2025. *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2020-2025, with 2020 Benchmark.* May. https://dof.ca.gov/media/docs/forecasting/Demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2025/E-5_2025_InternetVersion.xlsx. Accessed December 16, 2025.

U.S. Census Bureau. 2020. *2020 Profile of General Population and Housing Characteristics*. https://data.census.gov/table/DECENNIALDP2020.DP1?t=Housing+Units:Populations+and+People&g=050XX00US06111_16_160XX00US0678582. Accessed December 15, 2025.

Public Services and Recreation (Section 5.13)

Conejo Valley Unified School District, Hanna, Debra, Planning Specialist, correspondence dated September 26, 2025.

Transportation (Section 5.14)

Associated Transportation Engineers, Traffic, Circulation, and VMT Study, January 28, 2026.

City of Moorpark, City of Simi Valley, and City of Thousand Oaks. Tri-Cities Emergency Evacuation Awareness Plan. 2025. Pages 57 and 59, Figure 8, City of Thousand Oaks Evacuation Routes Maps. https://toaks.gov/corecode/storage/uber_resource/uploaded_pdfs/2-26-25%20Final%20Edition%20of%20the%20Emergency%20Evacuation%20Awareness%20Plan_1745020069.pdf. Accessed on December 23, 2025.

City of Thousand Oaks, February 2026. *City of Thousand Oaks Active Transportation Plan Update*. December. https://www.toaksatp.org/2019ActiveTransportationPl.pdf. Accessed on February 17, 2026.

City of Thousand Oaks. 2018. Road Design and Construction Standards and Standard Land Development Specifications, May. https://toaks.gov/corecode/storage/uber_resource/uploaded_pdfs/2018%20Road%20Standards%20Signed%20-%20Rev%206.05.20%20reduced_1738798381.pdf.

Tribal Cultural Resources (Section 5.15)

CRM TECH, Historical/Archaeological Resources Survey Report, Downtown Thousand Oaks Project, City of Thousand Oaks, Ventura County, California, October 12, 2025.

CRM TECH, Extended Phase I Archaeological Exploration Program, Downtown Thousand Oaks Project, City of Thousand Oaks, Ventura County, California, December 23, 2025.

Utilities and Service Systems (Section 5.16)

California Department of Resources Recycling and Recovery. SWIS Facility/Site Activity Details. Del Norte Regional Recycling & Transfer (56-AA-0128). https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/622?siteID=3967. Accessed February 6, 2026.

California Department of Resources Recycling and Recovery. SWIS Facility/Site Activity Details. Simi Valley Landfill & Recycling Center (56-AA-0007). https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/608?siteID=3954. Accessed December 26, 2025.

California Department of Water Resources. Drought. https://water.ca.gov/water-basics/drought. Accessed December 29, 2025.

California Energy Commission. 2021 Power Content Label. Southern California Edison. 2021. https://www.energy.ca.gov/filebrowser/download/4676.

Calleguas Municipal Water District. 2021. *2020 Urban Water Management Plan*. June. https://www.calleguas.com/wp-content/uploads/2024/09/cmwdfinal2020uwmp.pdf.

City of Thousand Oaks. 2021. *2020 Urban Water Management* Plan. 23 June. https://toaks.gov/corecode/uploads/document6/uploaded_pdfs/Thousand%20Oaks2020%20UWMP_FIN_1725657528.pdf.

City of Thousand Oaks. 2021. *2020 Urban Water Management Plan*, Table 5-1, Summary of Current and Planned Water Supplies (AFY). 23 June. https://toaks.gov/corecode/uploads/document6/uploaded_pdfs/Thousand%20Oaks2020%20UWMP_FIN_1725657528.pdf.

City of Thousand Oaks. 2021. *2020 Urban Water Management Plan*. Table 6-2, Normal Year Supply and Demand Comparison (AFY). 23 June. https://toaks.gov/corecode/uploads/document6/uploaded_pdfs/Thousand%20Oaks2020%20UWMP_FIN_1725657528.pdf.

City of Thousand Oaks. 2021. *2020 Urban Water Management Plan*. Table 6-3, Single-Dry Year Supply and Demand Comparison (AFY). 23 June. https://toaks.gov/corecode/uploads/document6/uploaded_pdfs/Thousand%20Oaks2020%20UWMP_FIN_1725657528.pdf.

City of Thousand Oaks. 2021. *2020 Urban Water Management Plan*. Table 6-4, Multiple-Dry Year Supply and Demand Comparison (AFY). 23 June. https://toaks.gov/corecode/uploads/document6/uploaded_pdfs/Thousand%20Oaks2020%20UWMP_FIN_1725657528.pdf.

City of Thousand Oaks. 2025. *City of Thousand Oaks Sewer System Management Plan*. 8 April. https://www.toaks.gov/wateroperations.

City of Thousand Oaks. *Hill Canyon Treatment Plant Master Plan*. March https://toaks.gov/corecode/uploads/document6/uploaded_pdfs/HCTP%20Master%20Plan%202020%20_1725659673.pdf.

City of Thousand Oaks. 2025. Regional Phase I MS4 NPDES Permit, Order No. R4-2021-0105, NPDES No. CAS004004, Annual Report Form Reporting Year 2024-2025. 19 November. https://vcstormwater.org/wp-content/uploads/2025/12/Thousand_Oaks_24-25_MS4AnnualReport_rdx.pdf.

City of Thousand Oaks. Storm Drains. https://www.toaks.gov/stormdrains. Accessed December 23, 2025.

City of Thousand Oaks. 2023. *Thousand Oaks General Plan 2045: 2045 General Plan Update Draft Environmental Impact Report.* 2 June. https://toaks2045.org/document-library/.

City of Thousand Oaks and Athens Services. 2022. Collection Services Agreement for the Provision of Residential and Commercial Solid Waste, Recyclable Materials and Organic Waste Collection Services. 1 January. https://75d30739.flowpaper.com/AthensServicesaccesssolidwasteagreement126722021/.

League of California Cities. Southern California Edison. https://www.calcities.org/partner/edison#:~:text=Southern%20California%. Accessed December 26, 2025.

Los Angeles County Department of Public Works. 2021. Los Angeles County Countywide Integrated Waste Management Plan. 2020 Annual Report. October.

RRM Design Group. 2026. Preliminary Water Demand Study, Downtown Thousand Oaks Project, City of Thousand Oaks. 5 January.

Southern California Edison. 2025. Qualified Facilities Annual State Report to the California Public Utilities Commission. 31 January. https://www.sce.com/sites/default/files/custom-files/PDF_Files/SCE%20Annual%20QF%20Report%202024.pdf.

Southern California Gas Company. About Us. https://www.socalgas.com/about-us#:~:text=Our%20service%20territory%20encompasses%. Accessed December 22, 2025.

Southern California Gas Company. Gas Transmission Pipeline Interactive Map – Ventura. https://experience.arcgis.com/experience/19076d2cdfbe40769bb45ff545e702a6. Accessed December 22, 2025.

Southern California Gas Company. Southern California Gas Company's Service Territory. https://www.socalgas.com/documents/news-room/fact-sheets/ServiceTerritory.pdf. Accessed December 22, 2025.

Wildfire (Section 5.17)

California Department of Forestry and Fire Protection. 2024. Historical California Wildfires. https://experience.arcgis.com/experience/b72eede32897423683a94c61bf9d3027. Accessed October 9, 2025.

California Department of Forestry and Fire Protection. 2024. Top 20 Largest California Wildfires. October 2. https://34c031f8-c9fd-4018-8c5a-4159cdff6b0d-cdn-endpoint.azureedge.net/-/media/calfire-website/our-impact/fire-statistics/top-20-largest-ca-wildfires.pdf?rev=fba7bfc52eab4d5d87fbee5bd9416ed8&hash=270E810A7FCF091122EE2A18EB24ACB6. Accessed October 5, 2025.

California Department of Forestry and Fire Protection Fire and Resource Assessment Program. 2017. California's Forests and Rangelands 2017 Assessment. https://34c031f8-c9fd-4018-8c5a-4159cdff6b0d-cdn-endpoint.azureedge.net/-/media/calfire-website/what-we-do/fire-resource-assessment-program---frap/assessment/forest-and-range-2017-assessment.pdf. Accessed October 5, 2025.

DHS, USFA, FEMA. 2019. Wildland Urban Interface Fire Operational Requirements and Capability Analysis. 31 May. https://www.dhs.gov/sites/default/files/publications/wui_fire_report_of_findings_july_24_2019v2_508.pdf. Accessed October 5, 2025.

The Natelson Company, Inc. Southern California Association of Governments. Employment Density Study Summary Report. 2001. PDF. Accessed December 02, 2025.

National Interagency Fire Center. 2024. "Human-Caused Wildfires." https://www.nifc.gov/fire-information/statistics/human-caused. Accessed October 5, 2025.

National Interagency Fire Center. 2024. "Lightning-Caused Wildfires." https://www.nifc.gov/fire-information/statistics/lightning-caused. Accessed October 5, 2025.

NASA Earth Observatory. 2017. "People Cause Most U.S. Wildfires." 7 March. https://earthobservatory.nasa.gov/images/89757/people-cause-most-us-wildfires. Accessed October 5, 2025

NOAA Climate Program Office. 2023. "Is Man-Made Climate Change to Blame for Record-Breaking Forest Fires in California?" 29 June. https://cpo.noaa.gov/Is-Man-Made-Climate-Change-to-Blame-For-Record-Breaking-Forest-Fires-in-California/. Accessed October 5, 2025.

Phillips, Joseph. Forest Service. USDA. 2025. "Between nature and neighborhoods: Mapping the dynamics of the wildland-urban interface and growing wildfire threats." 30 May. https://research.fs.usda.gov/nrs/articles/between-nature-and-neighborhoods-mapping-dynamics-wildland-urban-interface-and-growing. Accessed October 5, 2025.

University of California Agriculture and Natural Resource Co-Op Extension Office. California Governor's Office of Land Use and Climate Innovation. 2020. Building to Coexist with Fire: Risk Reduction Measures for New Development. https://resilientca.org/projects/9f4bd45f-0bf7-4b59-8470-b1625956b544/. Accessed October 5, 2025.

U.S. Climate Data. 2025. U.S. Climate Data. Website: https://www.usclimatedata.com/climate/thousand-oaks/california/united-states/usca1549. Accessed September 30, 2025.

Ventura County Fire Department. 2025. "About the VCFD." https://staging.vcfd.org/about-vcfd/. Accessed October 5, 2025.

Ventura County Fire Department. Fire Prevention Form 625 Fire-Flow Verification. November 7, 2025.

Western Fire Chiefs Association. 2025. "Why Wildland Urban Interface (WUI) is Presenting Challenges for Firefighters." May 19. https://wfca.com/wildfire-articles/wildland-urban-interface-wui-firefighter-challenges/. Accessed October 20, 2025.

10.1.2 Effects Found Not To Be Significant (Section 6.0)

California Department of Conservation, *California Important Farmland Finder.* 2025. https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed May 1, 2025.

California Department of Conservation. 2025. *Williamson Act Enrollment Finder*. https://maps.conservation.ca.gov/dlrp/WilliamsonAct/App/. Accessed October 9, 2025.

City of Thousand Oaks. 2023. *Thousand Oaks General Plan 2045 Draft Environmental Impact Report.* 2 June. https://toaks2045.org/document-library/.

Marquis, Greg. California Geological Survey. Mineral Resource Zone Map for Portland Cement Concrete Aggregate in the Western Ventura County and Simi Production-Consumption Region. 2022. https://www.conservation.ca.gov/cgs/Documents/Publications/Special-Reports/SR_253-MLC-WesternVenturaCountySimiPCR-2022-Plate01-MRZs-a11y.pdf. Accessed October 9, 2025.

United States Geologic Survey. Mineral Resources Data System. https://mrdata.usgs.gov/mrds/map-graded.html. Accessed October 9, 2025.

10.1.3 Alternatives to the Proposed Project (Section 8.0)

California Air Resources Board. *EMFAC2021 Adjustment Factors Request Letter*, Attachment A: "EMFAC Off-Model Adjustment Factors to Remove Emissions Benefits of Advanced Clean Trucks, Zero-Emission Airport Shuttle, Warranty Phase 1, and Heavy-Duty Omnibus Regulations." https://ww2.arb.ca.gov/sites/default/files/2025-12/Attachment%20A%20-%20Description%20of%20EMFAC2021%20Adjustment%20Factors.pdf. Accessed February 20, 2026.

10.1.4 Incorporation by Reference (Sections 1.0 through 8.0)

California Code of Regulations.

California Public Resources Code.

City of Thousand Oaks. 2021. *2020 Urban Water Management* Plan. 23 June. https://toaks.gov/corecode/uploads/document6/uploaded_pdfs/Thousand%20Oaks2020%20UWMP_FIN_1725657528.pdf.

City of Thousand Oaks. 2023. Thousand Oaks General Plan 2045. 5 December. https://toaks2045.org/plan-chapters/.

City of Thousand Oaks. 2025. Thousand Oaks Municipal Code, current through Ord. No. 1739-NS, effective October 10, 2025. https://codelibrary.amlegal.com/codes/thousandoaks/latest/thousandoaks_ca/0-0-0-1.

CEQA Guidelines and Statutes.



CSG
CONSULTANTS

Foster City • Irvine • Sacramento • Pleasanton • San Jose • Newman • Paso Robles