

FINAL

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Wildfire Study

Downtown Thousand Oaks Project

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1. Executive Summary

This Wildfire Study has been prepared for the Downtown Thousand Oaks Project (Project), which proposes, generally, to create a pedestrian-oriented downtown, including phased 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. The project is proposed on approximately 17.68 acres in the eastern portion of the City of Thousand Oaks (City), Ventura County, California. Primary access to the proposed project would be provided by East Thousand Oaks Boulevard, with internal site access provided by a reconfigured Dallas Drive, a new West Main Street, and a new West Road, which would connect to a reconfigured Oakwood Drive. Secondary access to the southeastern portion of the project site is also provided by Conejo School Road.

The majority of the proposed 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 Ventura County Fire Department's Administrative Ruling 25-800, the entire project site is considered to be within a VHFHSZ. Fire hazard designations are based on topography, vegetation, and weather, amongst other factors. In summary, the project is located in the eastern portion of the City of Thousand Oaks, adjacent to roadways and urban uses, is currently partially developed and occupied, and is covered primarily by hardscape, institutional and commercial uses, and landscaping. The area, like many areas of Ventura County, is subject to seasonal weather conditions that can heighten the likelihood of fire ignition and spread. Considering the project site's terrain, vegetation, location in an urbanized area of the City, and proposed buildout, it is anticipated that the proposed project would not result in a moderate, fast-moving, or intense wildfire.

This Wildfire Study evaluates and identifies the potential fire risk associated with the proposed project's land uses and identifies requirements for water supply, fuel modification, and defensible spaces, access, building ignition and fire resistance, and fire protection systems, among other pertinent fire protection criteria. The purpose of this Study is to generate and memorialize the fire safety requirements and standards of the VCFD and determine the proposed project's compliance and fire environment. This document provides an analysis of the project's potential impact on the existing fire protection service. The fire safety measures included herein are based on site-specific fire environment analysis, project characteristics, local and regional fire planning documents, and the Evacuation Study prepared for the Downtown Thousand Oaks Project EIR, by EPD Solutions, dated January 27, 2026.

The proposed project is within the jurisdiction of the VCFD. The VCFD operates three fire stations that are nearby and could respond to an incident on the project site, including Station Nos. 30, 31, and 37. Based on the proposed Downtown Thousand Oaks 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 three minutes. Based on this estimate, 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, for 90 percent of calls) in accordance with the County's emergency response standard. In addition, automatic/mutual aid agreements are in place with all surrounding communities and have been improved through the implementation of a computer-aided dispatch system.

The project site, in its current condition, may include characteristics that, under favorable weather conditions, could have the potential to facilitate fire spread. Under extreme conditions, wind-driven wildfires could cast embers onto the property; the existing mature trees located throughout the eastern portion of the property provide a fuel canopy that could potentially facilitate fire spread. Once the proposed project is implemented, the on-site fire potential would be much lower than its current condition due to the conversion of a substantial portion of the property to building footprints meeting the

most recent ignition and ember resistant fire and building codes, non-combustible parking areas, managed landscape areas, requirements for water supply, fire apparatus access, improved accessibility for fire personnel, and interior fire sprinkler systems. Additionally, 8-minute and 30-second fire response travel times were integrated into the code requirements and internal VCFD guidelines based on the County of Ventura Strategic Plan.

As detailed in this Wildfire Study, the project's fire protection systems would include a redundant layering of protection methods that have been proven to reduce overall fire risk. The fire safety measures included herein, as required by local and State guidelines and codes, are performance-based. The fire protection systems are designed to increase building safety, as well as the safety of those occupying the building, reduce the fire risk on-site, minimize risks associated with typical uses, and aid the responding firefighters during an emergency. No singular measure is intended to be relied upon for the project site's fire protection, but rather, a system of fire protection measures, methods, and features combine to result in enhanced fire safety, reduced fire potential, and improved safety in the development.

Based on the results of this Study's analysis and findings, the following measures would be provided as part of the proposed development plan. Based on the analysis conducted herein, the project meets all fire and building code requirements and includes appropriate protections for the fire environment in which it is located. These measures are discussed in more detail throughout this document.

1. The project's buildings would be constructed of ignition-resistant construction materials and include National Fire Protection Association (NFPA) 13 automatic fire sprinkler systems based on the latest adopted Building and Fire Codes for occupancy types.
2. Paved parking areas are provided throughout the project site, both on-site and existing off-site.
3. Landscape plantings would not utilize prohibited plants that have been found to be highly flammable, pursuant to VCFD Guideline 410. Additionally, the proposed project would be subject to VCFD Standard 515 for Defensible Space, and VCFD Ordinance 34 Article 4 for Landscape and Fuel Modification.
4. Fire apparatus access roads would be provided throughout the development and would provide at least the minimum required unobstructed travel lanes, lengths, turnarounds, and clearances required by applicable codes. Primary access and internal circulation would comply with the requirements of the VCFD.
5. Water capacity and delivery provide a reliable water source for operations and during emergencies requiring extended fire flow. The proposed fire hydrants must meet the minimum fire-flow requirements of the California Fire Code Appendix C. The VCFD requires a fire-flow verification prior to issuance of any building permits and hydraulic calculations for any new fire hydrants.

2. Project Summary

2.1 Project Location

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 A, Regional Vicinity. The 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; 670-0-182-220; 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:
 - 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 currently owned by the City, with the exception of APN 670-0-182-050, located at 1868 East Thousand Oaks Boulevard. 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 March 23, 2022. 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; refer to Exhibit B, Site Vicinity.

It is also noted that APNs 671-0-240-485 and 671-0-240-475 are part of SP-11, which is being updated in its entirety. However, those parcels are not affected by the Specific Plan amendment, nor are those parcels being developed in any way as part of the proposed project.

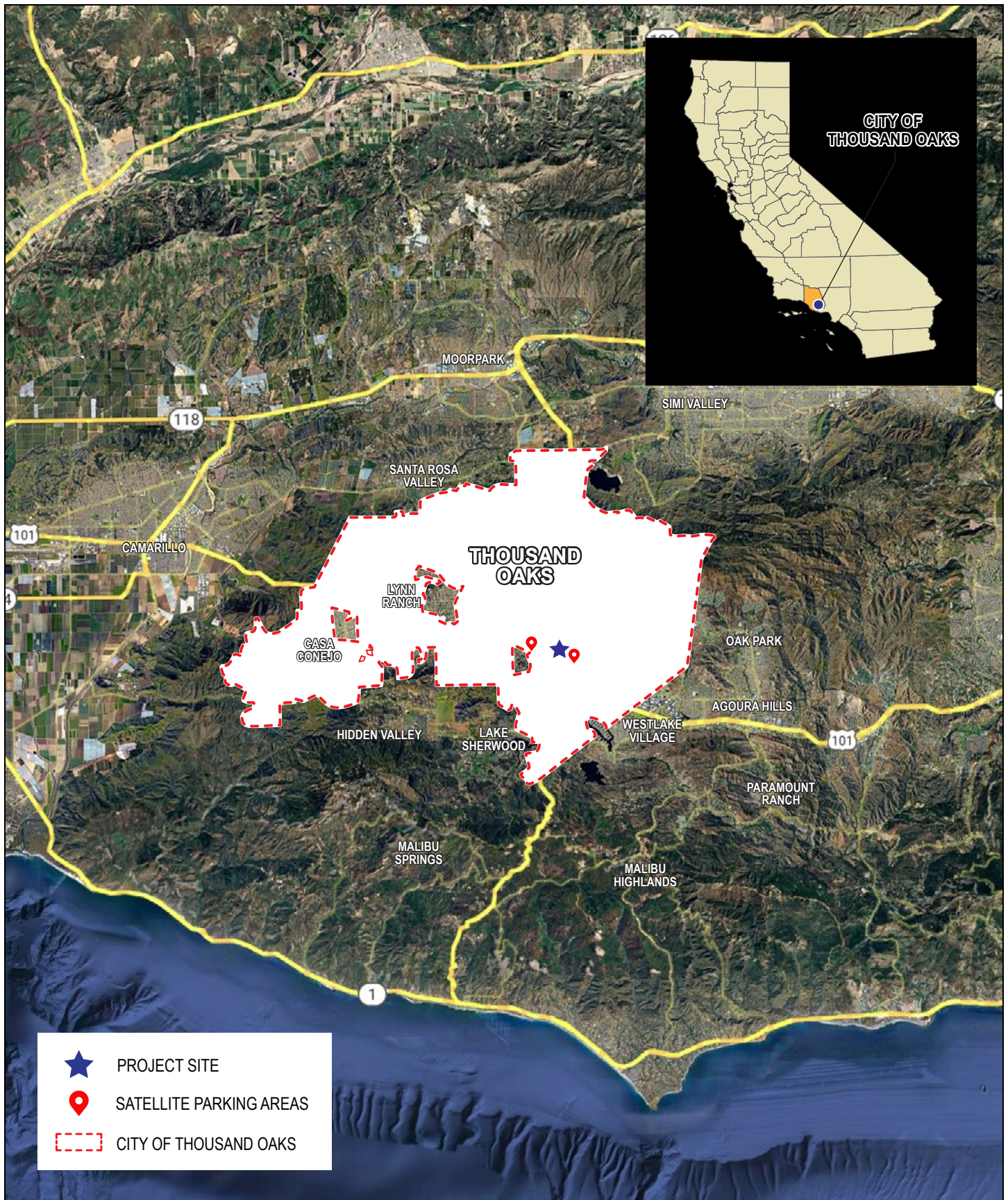
Primary access to the project site would be off of East Thousand Oaks Boulevard, with secondary access provided off of West Road and Conejo School Road. Internal site access would be provided by Dallas Drive, West Main Street, and Oakwood Drive.

The project site is located in Township 1 North, Range 19 West, as found on the USGS – Thousand Oaks Quadrangle, 7.5 Minute Series topographic. The entirety of the proposed property lies within the local responsibility area (LRA), and most of the project site is within a Very High Fire Hazard Severity Zone (VHFHSZ), with a small portion along the East Thousand Oaks Boulevard frontage considered within a High Fire Hazard Severity Zone (HFHSZ), as statutorily designated by the California Department of Forestry and Fire Protection (CAL FIRE) and the Ventura County Fire Department (VCFD); refer to Exhibit C, Fire Hazard Severity Zone Map. However, pursuant to the VCFD's Administrative Ruling 25-800, the entire project site is considered to be within a VHFHSZ.

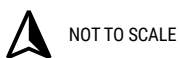
2.2 Current Land Use

The eastern portion of the project area is currently developed with the 129-foot-tall, 208,920-square-foot Civic Arts Plaza (CAP), constructed in 1994. 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, 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 serves the CAP and contains approximately 745 parking spaces, is also located close to the freeway and accessed from East Thousand Oaks Boulevard via Dallas Drive. Landscaped xeriscape lawns cover the setback

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Source: Google Earth Pro, February 2026



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DOWNTOWN THOUSAND OAKS PROJECT
WILDFIRE STUDY

Regional Vicinity

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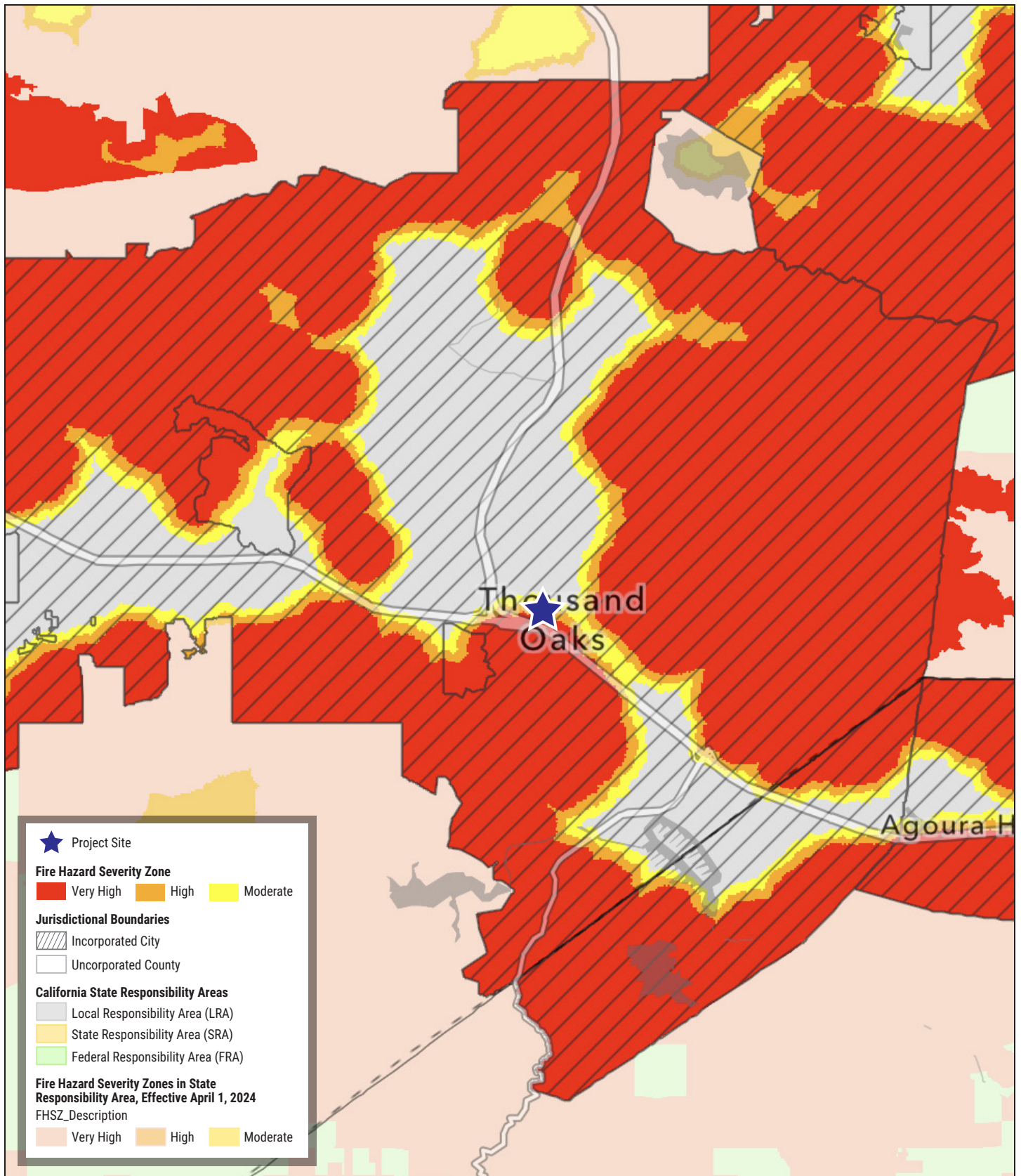


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Source: Cal Fire



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DOWNTOWN THOUSAND OAKS PROJECT
WILDFIRE STUDY

Fire Hazard Severity Zone Map

Exhibit C

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areas between the buildings and Thousand Oaks Boulevard. The project site has 122 existing protected trees within the proposed area of improvements, including 31 valley oaks, 77 coast live oaks, one holly oak, five California sycamores, and eight toyons.

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.

Secondary access to the vacant western portion of the project site is available from Zuniga Ridge 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 vacant, undeveloped westside area for maintenance and construction trucks.

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 project area is approximately 40% percent impervious. The project site, like many areas throughout Southern California and Ventura County, is subject to seasonal weather conditions that can heighten the likelihood of fire ignition and spread.

2.3 Project Description

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. The proposed project would require a Tentative Tract Map to consolidate 14 existing underlying legal parcels and create approximately ten new separate legal parcels; a New Development Permit; a Protected Tree Permit would be required to allow for: 1) the removal of approximately 45 protected trees; 2) the planting of on- and off-site replacement trees at a 3:1 ratio, resulting in a total of approximately 159 trees; 3) relocation of ten on-site trees; and 4) encroachment within the protected zone of approximately 39 protected trees; and a 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 and a Type 70 ABC License (On-sale General – Restrictive Service) at the hotel use. The proposed project would also require a General Plan Amendment and Specific Plan Amendment:

2.3.1 General Plan Amendment

A General Plan Amendment would be required to change the existing 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; refer to Exhibit D, Proposed Land Use Designations.

2.3.2 Specific Plan Amendment

A Specific Plan Amendment would be required to revise SP-11 subarea boundaries, associated acreages, regulatory text, exhibits regarding development and design standards, and procedures for minor or major changes to entitlements under SP-11, and future implementation measures specifically within the proposed Downtown Core Subarea (i.e., Subareas B, C, and E) between Conejo School Road and the western project boundary; refer to Exhibit E, Proposed Site Plan.

Proposed Subarea B Development

Development within Subarea B would include a 2.0-acre public park with a children's play structure, splash pad, interactive play equipment for all ages, informal stages and seating areas on low wooden decks, and flexible open space (i.e., the proposed Carpenter Park), a park restaurant (Building B1), and an approximately 1.1-acre outdoor amphitheatre, terraced seating area and single-story bandshell (Building B2), which would accommodate ticketed performances, public community performances, and other private and public events and gatherings. The entire subarea would be utilized for temporary community events such as farmers' markets.

Discretionary permit(s), to be requested at a future date, would be required to allow the construction and operation of Building B2 and the related amphitheatre.

Proposed Subarea C Development

Development within Subarea C would include a pedestrian-only "Main Street" and would facilitate the adaptive reuse and targeted reconstruction of the existing CAP structure (Building C1), including the targeted demolition of approximately 48,000 square feet of existing City Hall administrative office floor area and construction of approximately 80,900 square feet of new floor area to accommodate uses such as a public market, office space, city administration and public services, a library facility, a police outpost, a new multi-purpose performance venue, artist studio and gallery space, and county clerk service space; as well as the redevelopment of the 20,000 square-foot Kavli Terrace. The demolition and reconstruction of the existing structure would necessitate the temporary relocation of existing City services, including approximately 250 City personnel, to off-site locations within the City's boundaries. In addition, improvements to the existing parking garage (Building C2) would include rooftop solar carports and horizontal metal screening on the southern and western exterior façades.

Discretionary permit(s), to be requested at a future date, would be required to allow the construction and operation of the development within Subarea C.

Proposed Subarea E Development

Development within Subarea E would 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 Buildings 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.

2.3.3 Project Construction

The project would be constructed in five phases: Phase I, Phase 2A, Phase 2B, Phase 2C, and Phase 3; refer to Exhibit F, 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 are not physically dependent on one another; however, the specific timing for completion of each of these phases would be dependent on available funding. Phase 3 would occur after the completion of Phases 2A, 2B, and 2C.

Construction of the proposed project is anticipated to commence in 2027 and be completed by 2032.

The project grading would require approximately 84,600 cubic yards of cut and approximately 29,900 cubic yards of fill.

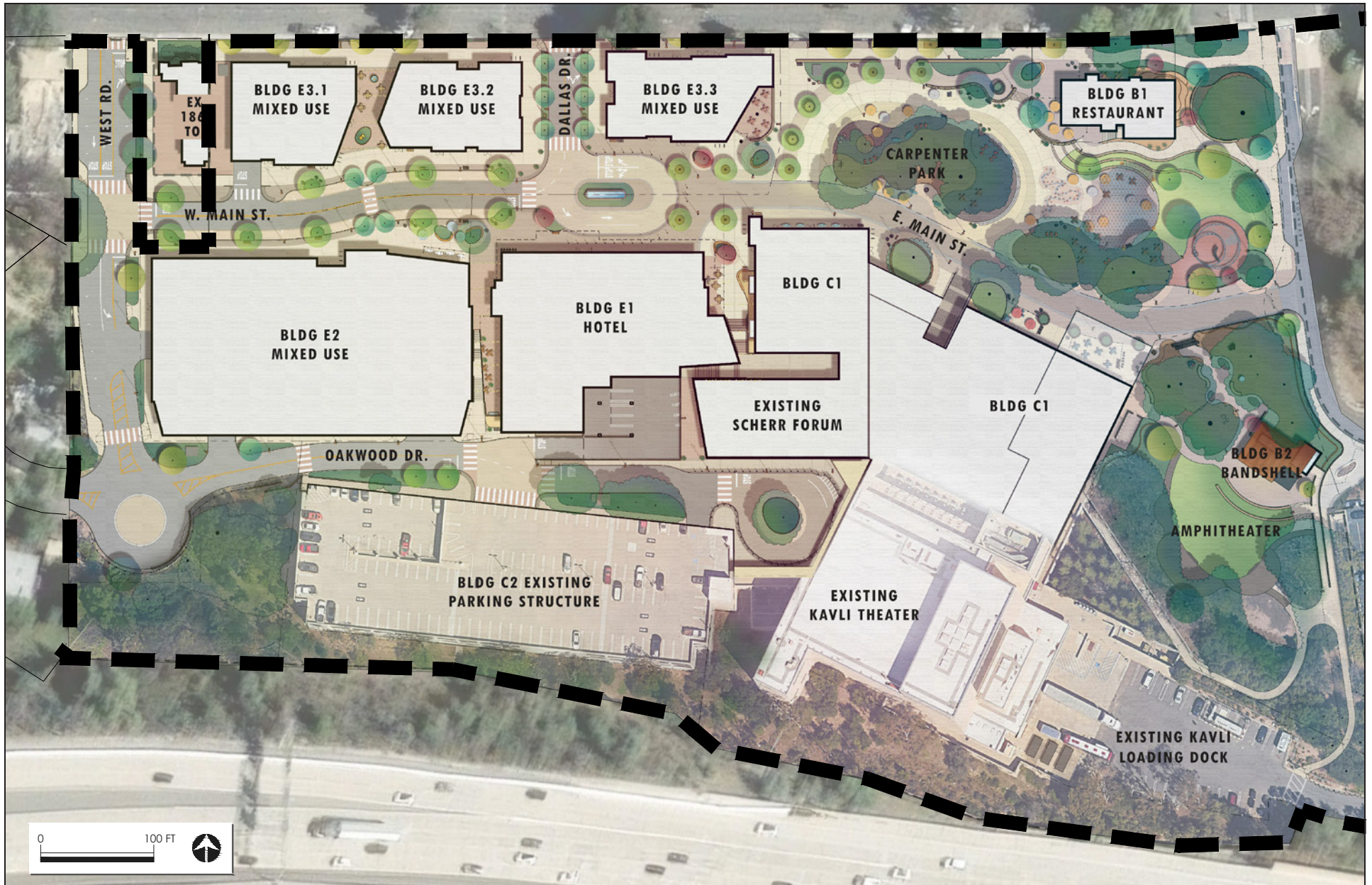


Source: RRM Design Group, February 2026

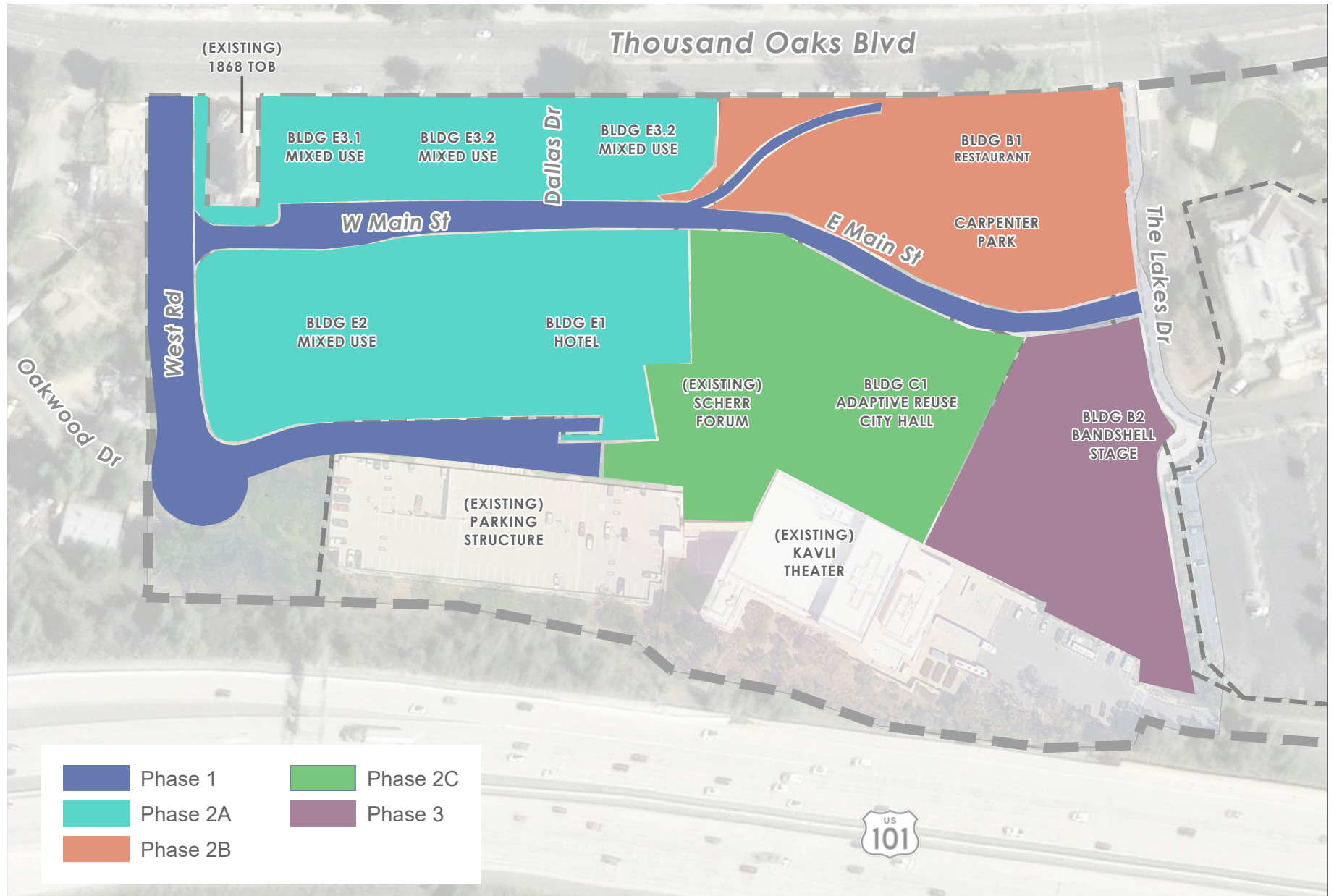
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Appendix R

Wildfire Study



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Source: RRM Design Group, January 2026



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DOWNTOWN THOUSAND OAKS PROJECT
WILDFIRE STUDY

Phasing Plan

Exhibit F

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3. Introduction and Existing Conditions

3.1 Fire Risk

3.1.1 Site Characteristics and Fire Environment

Fire environments are dynamic systems and include many types of environmental factors and site characteristics. Fires can occur in any environment where conditions are conducive to ignition and fire movement. Areas of naturally vegetated open space are typically comprised of conditions that may be favorable to wildfire spread. The three major components of the fire environment are topography, vegetation (fuels), and climate. The state of each of these components and their interactions with each other determines the potential characteristics and behavior of a fire at any given moment. It is important to note that wildland fire may transition to urban fire if structures are receptive to ignition.

Structure ignition depends on a variety of factors and can be prevented through a layered system of protective features, including fire-resistive landscapes directly adjacent to the structure(s), application of known ignition-resistant materials and methods, and suitable infrastructure for firefighting purposes. Understanding the existing vegetation and urban fuel conditions on and adjacent to the project site is necessary to understand the potential for fire within and around the project site. The following sections discuss the characteristics of the project area and the surrounding region, local climate, and fire history within and surrounding the project site. The intent of evaluating conditions at a macro-scale provides a better understanding of the regional fire environment, which is not constrained by property boundary delineations.

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 slope.

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.¹

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 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 Technical Letter Report prepared by Michael Baker International, dated October 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 43,042 square feet of landscaping would be planted. Proposed fuel

¹ 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.

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.

3.2 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.² 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 1995.³ Data from the National Interagency Fire Center shows 1,248 lightning-caused wildfires in California between 2022 and 2024, burning over 338,000 acres.⁴ Over the same time period, 22,582 human-caused wildfires burned over 1.4 million acres.⁵

² 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.

³ 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.

⁴ National Interagency Fire Center. 2024. "Lightning-Caused Wildfires." <https://www.nifc.gov/fire-information/statistics/lightning-caused>. Accessed October 5, 2025.

⁵ National Interagency Fire Center. 2024. "Human-Caused Wildfires." <https://www.nifc.gov/fire-information/statistics/human-caused>. Accessed October 5, 2025.

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 2017.⁶ 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.

3.2.1 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.⁷ 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.⁸

In 2017, WUI fires in California destroyed 6,200 homes and killed 44 people, and in 2018, the Camp Fire in Butte County destroyed 14,000 homes and killed 85 people. The total losses in California due to the 2018 Camp Fire and Woolsey Fires have been estimated at 15-19 billion dollars. In 2025, the Palisades and Eaton Fires in Los Angeles County destroyed over 16,000 structures and killed 27 people. The total losses due to these two fires have been estimated at 28-35 billion dollars. An improved understanding of WUI fire dynamics and structure ignition mechanisms is critical to improving structure and community resistance to WUI fires. Post-fire data collection and analysis reveal how WUI fire behavior is driven by the interactions between fuel, weather, and terrain, and the roles played by heat, embers, and direct flame impingement. This knowledge is organized through a WUI fire and ember exposure scale. A post-fire analysis also shows how fire behavior is modified by defensive actions, both active and passive.

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. Although the California Building Code defines the WUI as any area within a FHSZ, many areas in the state within a FHSZ would not necessarily be considered a WUI. The WUI and FHSZ are separate concepts addressing a related phenomenon; being located within a FHSZ would not necessarily indicate that a project would contribute to the problems associated with development in the WUI.

WUI areas are continually increasing throughout California because, practically speaking, a housing development that is not infill or on former agricultural land is most likely encroaching into undeveloped wildland or rangeland, therefore creating new, or expanding existing, WUI areas. Between 1990 and 2000, two-thirds of all housing growth in Southern California

⁶ 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.

⁷ 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.

⁸ 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.

occurred in a WUI. In 2010, approximately 33 percent of all housing units in California were located within the WUI.⁹ As of 2024, more than 11 million Californians live in a WUI.¹⁰

Human activities cause approximately 85 percent of fires in California, and 75 percent of the buildings destroyed by wildfire are located within the WUI.¹¹ 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.¹² 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.¹³ 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:

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

⁹ Forest Service. USDA. 2015. *The 2010 wildland-urban interface of the conterminous United States*. <https://research.fs.usda.gov/treesearch/48642>. Accessed October 5, 2025.

¹⁰ Arcuni, Peter. KQED. 2021. “Millions of Calif. Homes Are in Fire-Prone Areas. Researchers Say It’s Time to Reimagine Where People Live.” June 22. <https://www.kqed.org/science/1975443/millions-of-calif-homes-are-in-fire-prone-areas-researchers-say-its-time-to-reimagine-where-they-live>. Accessed October 5, 2025.

¹¹ 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-4159cdf6b0d-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.

¹² 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.

¹³ 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.

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.

3.2.2 Urban Fires

Urban fires occur in cities or towns with the potential to rapidly spread to adjoining structures. These fires damage and destroy homes, schools, commercial buildings, and vehicles. Although fires can start from numerous causes, major fires are often the result of other hazards such as storms, drought, transportation accidents, hazardous material spills, criminal activity (arson), or terrorism. The potential secondary effects of an urban fire include utilities' failure and hazardous material spills. Although any developed area of the City can be subject to an urban fire, Thousand Oaks has no areas of unusually high urban fire risk.

3.2.3 Causes and Origins of Brush Fires

Brush fire problems can be traced to three factors: vegetation, climate, and people. The major types of vegetation found in the Thousand Oaks area (coastal sage scrub and chaparral, etc.) provide a natural source of fire fuel. These vegetative associations contain many species of pyrophytic plants, which need the heat of the fire to germinate their seeds for reproduction. When these vegetation systems are burned over by a brush fire, the existing ground cover is destroyed, but in many cases, the plant association survives and is regenerated by this means of natural selection.

The climate of the region is one of the critical factors influencing the occurrence and severity of regional brush fires. The hot, dry summers leave the area's hillsides susceptible to a major fire. During the early fall, periods of Santa Ana winds occur, resulting in hot, dry winds which pour over the mountain areas into the Conejo Valley and other southern California subregions, aggravating the potential fire threat in the high brush areas, which are already dried out by the summer heat.

3.2.4 Wildfire History

Fire history represented in this document 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 Clappitt 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.

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.¹⁴ 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.

3.3 Emergency Response and Service

3.3.1 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.¹⁵ 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.

¹⁴ California Department of Forestry and Fire Protection. 2024.

<https://experience.arcgis.com/experience/b72eede32897423683a94c61bf9d3027>. Accessed October 9, 2025.

¹⁵ Ventura County Fire Department. 2025. "About the VCFD." <https://staging.vcfd.org/about-vcfd/>. Accessed October 5, 2025.

3.3.2 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.

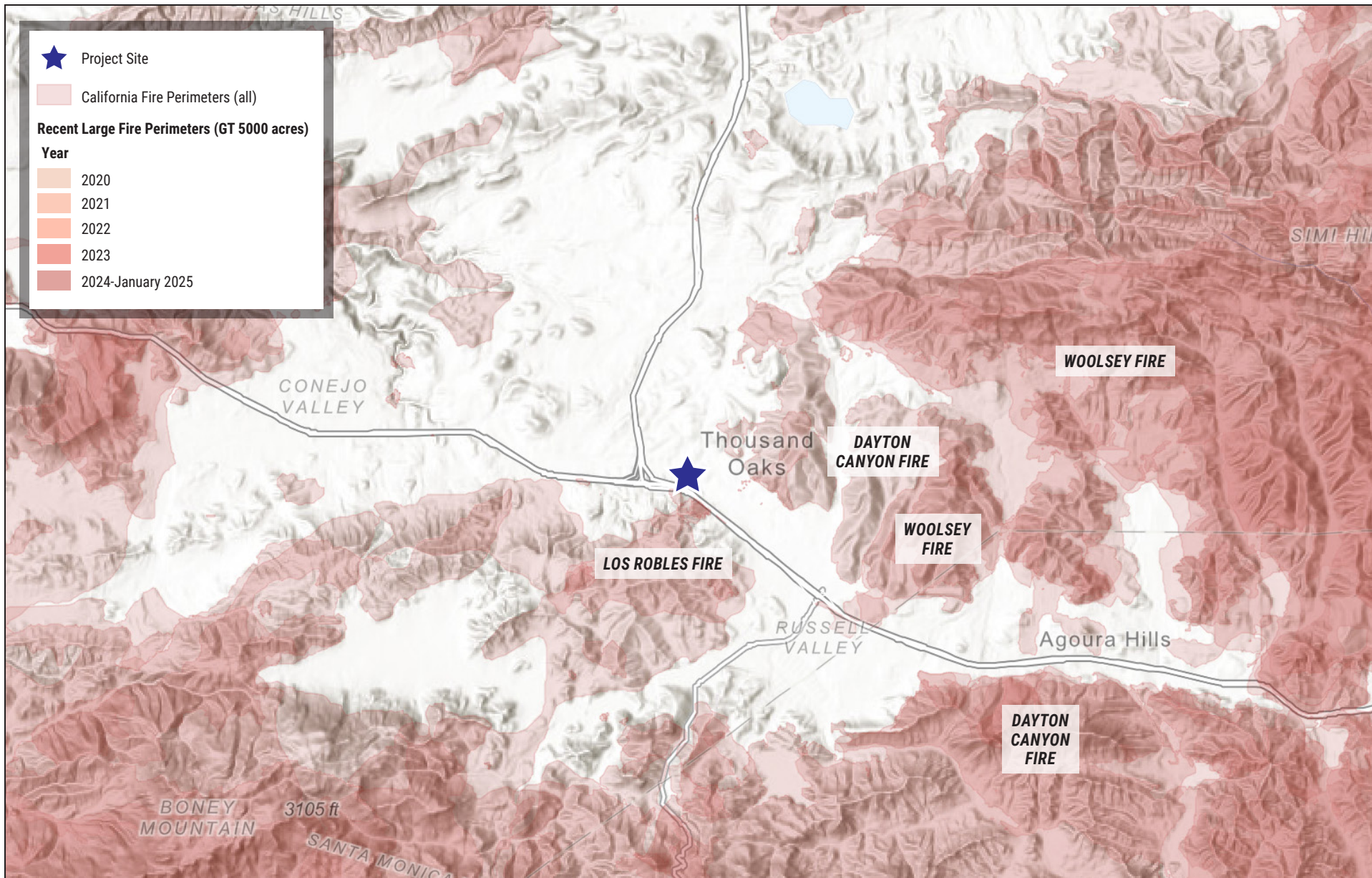
In extraordinary wildfire circumstances, mutual aid and automatic aid agreements are essential for a rapid response, and this is true for all firefighting operations throughout the State. The response to the Woolsey Fire illustrates this well. At the time of the Woolsey Fire, the VCFD was fully engaged 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.

The Camp Fire in northern California was occurring simultaneously, which did not allow northern or central California resources to move south, as would typically be the case. Because Santa Ana winds had created perfect fire conditions throughout the State, and no central or northern California resources would be available to move south, other southern California firefighting agencies had to retain many of their assets; otherwise, their locales would be vulnerable to the same conditions. Approximately half of the requested resources were provided for the Woolsey Fire. In effect, the simultaneous occurrences in 2018 of the Camp, Hill, and Woolsey Fires exhausted the capabilities of the mutual aid system. During the initial stages of the Hill and Woolsey fires, the Ventura County, Los Angeles County, and Los Angeles City Fire Departments engaged in fire perimeter control, structure defense, and life safety actions. Once the Woolsey Fire entered the complex terrain of the Santa Monica Mountains heading toward the ocean, and it became clear mutual aid resources had been exhausted, the Woolsey Fire command team strategically shifted all resources to prioritize life safety actions. That is, the responders could not focus on containing the fires or saving structures but instead had to shift their focus to saving people. This resulted in single-family houses within the WUI being lost. However, casualties were limited to three people, and 250,000 people were successfully evacuated despite the speed of the fire and constrained resources.

During peak firefighting operations, the VCFD, supplemented by the fire mutual aid system, brought nearly 4,000 emergency response personnel, 577 fire engines, and 22 aircraft to combat the Woolsey Fire. Two hundred and ninety-five (295) structures in Ventura County were damaged or destroyed, but no major population centers were impacted. During the fire, the Ventura County Sheriff's Office (VCSO) issued evacuation orders to more than 80,000 Ventura County residents, using door-to-door notifications, Ventura County (VC) Alert notifications, Wireless Emergency Alerts, the Emergency Alert System, news outlets, websites, social media, and community liaisons. Six emergency shelters served over 9,000 meals and snacks, and five animal shelters cared for 356 displaced animals. The VC Emergency website had over two million unique page views, and the emergency hotline received over 43,000 calls for incident information.

3.3.3 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



Source: Cal Fire



02/2026

DOWNTOWN THOUSAND OAKS PROJECT
WILDFIRE STUDY

Fire History Map

Exhibit G

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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.

3.3.4 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 by EPD Solutions, Inc., dated November 21, 2025. 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 5.3.1.

City of Thousand Oaks - 3 Evacuation Routes

Legend:

- Public Building
- Hospital
- City Hall
- Heliport
- Freeway
- Major Road
- Evacuation Exit
- Bridges
- Freeway Overpass
- Parks
- Water Bodies
- Evac Area 1
- Evac Area 2
- Evac Area 3
- City Limits
- Agoura Hills
- Camarillo
- Simi Valley
- Westlake Village

Map Labels:

- To Camarillo
- To Moorpark
- To Simi Valley
- To Agoura Hills
- To Westlake Village
- To Malibu

Map Features:

- Hill Canyon Treatment Plant
- Municipal Service Center
- Los Robles Hospital
- Thousand Oaks Community Center
- Teen & Adult Center
- Conejo Creek Park North
- Conejo Creek Park South
- City Hall
- Transit Center
- Newbury Park Branch Library
- Borchard Center
- Dos Vientos Center
- Westlake
- Agoura
- Malibu
- Simi Valley
- Camarillo
- Agoura Hills
- Westlake Village

DOWNTOWN THOUSAND OAKS PROJECT
WILDFIRE STUDY

Exhibit H

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4. Regulatory Framework

4.1 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.

4.2 State

4.2.1 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.

4.2.2 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).

4.2.3 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.

4.2.4 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.

4.2.5 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.

4.2.6 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.

4.2.7 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.

4.3 Local/Regional

4.3.1 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.

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, 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.

4.3.2 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.

4.3.3 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.

4.3.4 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.

4.3.5 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.

4.3.6 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.

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5. Wildfire Analysis

5.1 Analysis of Wildfire Risk from Adding New Structures and People

Humans (i.e., human-related activities or human-created features, services, or processes) are responsible for the majority of California wildfires. Certain human activities result in sparks, flames, or heat that may ignite vegetative fuels without proper prevention measures in place. These ignitions predominantly occur as accidents, but may also be purposeful, such as in the case of arson. Roadways are a particularly high source for wildfire ignitions due to high usage and vehicle-caused fires (catalytic converter failure, overheated brakes, dragging chains, tossed cigarette, and others). In Southern California and Ventura County, the population living at, working in, or traveling through the wildland urban interface (WUI) is vast and provides a significant opportunity for ignitions every day. However, it is a relatively rare event when a wildfire occurs, and an even rarer event when a wildfire escapes initial containment efforts. Approximately 90 to 95 percent of wildfires are controlled below 10 acres.

In general, adding new structures and people to a site compared to existing conditions can increase the fire risk of the area because of the introduction of flammable material and ignition sources (people). However, the risk is greater in WUI areas where significant areas of open space with vegetative fuel are located directly adjacent to new development.

Comparatively, urban infill development or redevelopment is much less risky, because it does not introduce new structures or people to an environment with a uniquely high fire risk. Development in urban areas concentrates new structures and people where both are already present, and where fire risk is lower due to the presence of hardscape, fuel breaks, etc.

Additionally, (re)developing an urban parcel with structures that are required to meet the most recent California Building Code (CBC), California Fire Code (CFC), and local standards and regulations for ignition-resistant material, defensible space, and sprinklers decreases the overall urban fuel available on-site. This reduces the potential for an urban fire in the area to spread, particularly if the new development is located between parcels or uses that have outdated and flammable building materials and/or site features.

The proposed project site is located in a WUI and would introduce new structures and people to an area with a uniquely high fire risk. Though the project site is located in a Very High Fire Hazard Severity Zone (VHFHSZ), it is also located within an urban area and does not propose an increased intensity of use near a flammable area. There are no characteristics of the project site that would make it uniquely susceptible to wildfires compared to other urban areas of the City. Additionally, the project would increase the defensibility of the project site by introducing ignition-resistant structures that comply with the most recent standards and regulations, fuel modification zones, fire hydrants, sprinkler systems, and maintained landscaping compliant with Ventura County Fire Department (VCFD) regulations, including Ordinance 34. Development of the proposed project would effectively harden the project site and increase its fire resistance compared to existing conditions, which reduces the risk of urban fire spread in the vicinity. Therefore, though the project proposes increased intensity of use on the project site and a higher density of people and structures, it would not increase the fire risk of the area.

5.1.1 Fire Protection Features' Beneficial Effect on Wildfire Ignition Risk Reduction

Each of the fire protection features provided as part of the code requirements are intended to protect the project site, its structures, and their occupants from wildfires. These features also have a similar positive impact on the potential for wildfire ignitions caused by the project and its inhabitants. The ignition-resistant landscapes and structures and the numerous specific requirements would minimize the ability for an on-site fire to spread to off-site fuels, as follows:

1. **Ignition-resistant, planned and maintained landscape** - the entire project site's landscaping of common areas and fuel modification zones would be subject to strict plant types that are lower ignition plants, with those closest to structures requiring irrigation to maintain high plant moisture which equates to difficult ignition. These areas are closest to structures, where ignitions would be expected to be highest, but would be prevented through these ongoing maintenance efforts. The proposed project would include irrigation for all proposed landscaping, regardless of distance to the nearest structure(s).

2. **Fuel Modification Zone** - the Fuel Modification Zone includes specifically selected plant species, very low fuel densities, and ongoing City-funded and applied maintenance, resulting in a buffer between the developed areas and the on-site native fuels.
3. **Ignition-resistant structure** - the structures would be built to the Part 7 California Wildland-Urban Interface Code (CALWUI) (CBC) ignition-resistant requirements that have been developed and codified as a direct result of after-fire save and loss assessments. These measures result in structures that are designed, built, and maintained to withstand fire and embers associated with wildfires. Buildings can be built in the VHFHSZs when they are part of an overall approach that contemplates wildfire and provides design features that address the related risk. A structure within a VHFHSZ that is built to these specifications can be at lower risk than an older structure in a non-fire hazard severity zone. The ignition resistance of the proposed buildings would result in a low incidence of structural fire, further minimizing potential for project-related wildfires.
4. **Interior automatic fire sprinklers** - automatic fire sprinklers in buildings are designed to provide additional time for occupants to escape the structure. Sprinklers in commercial structures are designed to provide structural protection. The common benefit of fire sprinklers is that they are very successful at assisting responding firefighters by either extinguishing a structural fire or at least containing the fire to the room of origin and delaying flashover. This benefit also reduces the potential for open space vegetation ignition by minimizing the possibility for structure fires to grow large and uncontrollable, resulting in embers that are blown into wildland areas. This is not the case with existing older buildings in the area that do not include interior fire sprinkler systems.
5. **Fire access roads/driveways** - roads/driveways provide access for firefighting apparatus. Project driveways and roads provide code-consistent access throughout the development.
6. **Water** - providing firefighting water throughout the property with 14 on-site fire hydrants accessible by fire engines is a critical component of both structural and vegetation fires. The project provides firefighting water volume, availability, and sustained pressures to the satisfaction of VCFD. Water accessibility helps firefighters control structural fires, helps protect structures from wildfires, and helps firefighters extinguish wildfires in areas close to wildland space.

5.2 California Environmental Quality Act Thresholds of Significance

According to Appendix G of the State of California Environmental Quality Act (CEQA) Guidelines, a project located in or near State Responsibility Areas (SRAs) or lands classified as Very High Fire Hazard Severity Zone (VHFHSZ) would potentially result in a significant impact on wildfires if it would:

1. Substantially impair an adopted emergency response plan or emergency evacuation plan.
2. Due to slope, prevailing winds, and other factors exacerbate wildfire risks and expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.
3. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.
4. 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 result in temporary or ongoing environmental impacts.
5. Expose people or structures to significant risks, including downslope or downstream flooding or landslides due to runoff, post-fire slope instability, or drainage changes.

The analysis of the potential wildfire impacts of a project is intended to assess any significant environmental effects the project might cause or exacerbate “by bringing development and people into the area affected.” That is, the impacts the project might have on the environment by being placed within a high fire hazard area, not the risks to the project by being within a high fire hazard area.

The California Natural Resources Agency's November 2018 document, “Final Statement of Reasons for Regulatory Action”, explains the inclusion of wildfire questions in Appendix G. The State of California Office of Land Use and Climate Innovation (formerly Planning and Research) states, “It is clear that development may exacerbate wildfire risks” but that “Not all

development types are likely to create the same risks, however.” It goes on to cite this excerpt from the Proceedings of the National Academy of Sciences:

The recognition that homes are vulnerable to wildfire in the WUI has been established for decades...Analysis of hundreds of homes that burned in southern California in the last decade showed that housing arrangement and location strongly influence fire risk, mainly through housing density and spacing, location along the development perimeter, slope, and fire history. Although high-density structure-to-structure loss can occur, structures in areas with low-to-intermediate housing density were most likely to burn, potentially due to intermingling with wildland vegetation or difficulty of firefighter access. Fire frequency also tends to be highest at low to intermediate housing density, at least in regions where humans cause ignitions.

Lower-density leapfrog development and sprawl create higher fire risk than higher-density infill development.

5.3 Impact Analysis

5.3.1 Emergency Response/Evacuation Plan Consistency

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Emergency Services

Response Times

The Downtown Thousand Oaks Project 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 745 parking spaces, approximately 80,546 square feet of commercial uses, approximately 84,150 square feet of civic/institutional uses, and 2,744 total seats at new and existing performance venues on-site. Service level requirements can cause a decline in the response times and capabilities for nearby uses. 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 Buildings B1, C1, E1, E2, and E3, residential uses associated with Buildings E2 and E3, performers and attendees associated with the bandshell (Building B2) and amphitheatre, and hotel guests associated with Building E1. For the purposes of this analysis, the average daily on-site population upon complete buildout of the proposed project is conservatively estimated to be approximately 1,491 people. This number is based on the assumptions in Table 1, Population Increase Assumptions.

Table 1.
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. ¹⁶ (6,725/412 = 16)	
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

¹⁶ The Natelson Company, Inc. Southern California Association of Governments. *Employment Density Study Summary Report*. 2001. PDF. Accessed December 02, 2025.

			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. 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)
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)	
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 8,950 square feet of retail space. The median employment density for this use type is 412 square feet per employee. (8,950/412 = 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	231		
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		
HOTEL GUESTS			
Building E1	250	Room Type	Justification
		Single = 144	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).
		Double = 82	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).
		Suite = 24	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	1,491		

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 350-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. 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: restaurant, and commercial and office uses associated with the mixed-use buildings, hotel, and part of the redeveloped Civic Arts Plaza structure. 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 1,491 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 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.

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 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 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% 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 project’s estimated 1,491 maximum persons would generate roughly 86 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 86 calls per year or 0.24 calls per day for a station (VCFD Station 31) that currently responds to roughly 5.5 calls per day (2,004 calls in 2024)¹⁷ in its primary service area. Therefore, the project is not expected to cause a decline in 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.

Cumulative Impact Analysis

Cumulative impacts from multiple projects within a fire agency’s jurisdiction, like the VCFD, can cause fire response service 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 report, and despite the increased number of people to 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. Other future projects in the vicinity of Stations 31, 30, and 37, known at the time of this Study preparation, include the following:

Table 3.
Cumulative Projects Summary¹⁸

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,	Approved

¹⁷ 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.

¹⁸ Cumulative projects list provided by the City of Thousand Oaks, updated September 22, 2025.

Map ID or #	Location	Project	Status
		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.	
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 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.	Under Construction
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	Approved

Map ID or #	Location	Project	Status
		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.	
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 encroachment into the protected zone of twenty-four (24) protected trees	Approved
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 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	Pre-Application

Map ID or #	Location	Project	Status
		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.	
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 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
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

However, 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.

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 Study. 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 two new mixed-use buildings with a total of 240 residential units, a 142-room hotel, 311 new on-site parking spaces, approximately 80,546 square feet of commercial uses, approximately 84,150 square feet of civic/institutional uses, and 2,744 total seats at new and existing performance venues on-site, as well as 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.
- 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 Theatre 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%.
 - 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.
- 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%. 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 the VCFD. 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 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
- 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 64 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.

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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, restaurant, amphitheatre, and CAP 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.

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 C2 (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.¹⁹ 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.

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

¹⁹ Ventura County Fire Department. Fire Prevention Form 625 Fire-Flow Verification. November 7, 2025.

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)²⁰, 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 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.

²⁰ The CFC was updated in 2025 and went into effect January 1, 2026. VCFD Ordinance 34 went into effect January 1, 2026.

- **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 defensible 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 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 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.
- **Building C2** (existing parking garage): Approximately 41 existing protected oak trees located within Zones 1 and 2 of Building C2 are proposed to be removed. Approximately seven 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 proposed project is anticipated to result in an increase of approximately 86 calls per year or 0.24 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. Therefore, the proposed project would result in less than significant impacts on emergency response services.

Evacuation

The Evacuation Study prepared by EPD Solutions, dated January 27, 2026, is hereby incorporated by reference. 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 one-percent increase to the City's daytime population. This increase was found to be negligible, and the 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.

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. Therefore, the project would not substantially impair an adopted emergency evacuation plan, and impacts would be less than significant.

Conclusion

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. 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 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.

5.3.2 Exacerbate Wildfire Risks; Exposure of People or Structures

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

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 in Section 5.3.1, 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 in Section 5.3.1, 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.

5.3.3 Require Installation or Maintenance of Infrastructure

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or result in temporary or ongoing environmental impacts?

A project may have a significant impact if it would 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. 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 to utilize 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 undergrounded 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 in Section 5.3.1 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.

5.3.4 Post-Fire Impacts

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides due to runoff, post-fire slope instability, or drainage changes?

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 in Section 5.3.1, 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.

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6. Conclusion

This Wildfire Study for the Downtown Thousand Oaks Project is submitted in compliance with requirements of the VCFPD Ordinances and the Ventura County Fire Code. The requirements in this document meet fire safety, building design elements, fuel management/modification, and landscaping recommendations of the VCFD. Fire and Building Codes and other local, county, and State regulations in effect at the time of each building permit application supersede these recommendations. The project site's fire protection system includes a redundant layering of code compliant fire-resistant construction materials and methods that have been shown through post-fire damage assessments to reduce risk of structural ignition. The project design features, internal access roads, and fully irrigated landscape/hardscape areas, along with proposed fire protection measures, would provide a level of safety that meets or exceeds all applicable codes.

Ultimately, it is the intent of this Study to determine, through comparing the proposed project design to fire and building codes and VCFD requirements, that the proposed project would result in the construction of structures that are defensible from wildfire and, in turn, do not represent a significant threat of ignition sources for the adjacent communities. It must be noted that during extreme fire conditions in a VHFHSZ, there are no guarantees that a given structure will not burn. Design features identified in this report are designed to reduce the likelihood that fire would impinge upon the proposed structures.

There are no guarantees that fire will not occur in the area or that fire will not damage property or cause harm to persons or their property. Implementation of the required enhanced construction features provided by the applicable codes and the fuel modification requirements required by the VCFD would assist firefighters in their efforts to defend the project site. The property owners (City of Thousand Oaks for the majority of the development; separate property owners for Buildings E1, E2, and E3) are responsible for maintaining the structures and landscaping as required by the applicable Fire Code and the VCFD. While wildfires under extreme wind conditions can be unpredictable, the project has been designed with a layered system of protections and would include the necessary features to perform well during wildfires. With these features, the project would be considered a "Fire Safe" project."

This Study does not provide a guarantee that all employees, residents, and other visitors would be safe at all times because of the advanced fire protection features proposed by the project. There are many variables that may influence overall safety. This Study identifies requirements for implementation of the latest fire protection features that have proven to result in reduce wildfire related hazard, resulting in reduced risk. Even then, fire can compromise the fire protection features through various, unpredictable ways. The goal is to reduce the likelihood that the system is compromised through implementation of the elements of this Study and a regular occurring maintenance program.

The goal of the fire protection features provided for the Downtown Thousand Oaks Project is to provide the structure with the ability to survive a wildland fire with little intervention of firefighting forces. Preventing ignition to structures would likely result in reduction of the exposure of firefighters, employees, residents, and visitors to hazards that threaten personal safety. It would also reduce property damage and losses. Mitigating ignition hazards and fire spread potential reduces the threat to a structure and can help the fire department optimize the deployment of personnel and apparatus during a wildfire.

With regulatory compliance with the most recent California Building Code, California Fire Code, and all relevant VCFD standards and requirements, the proposed project would have a less than significant impact on all four CEQA wildfire thresholds.