

# **THOUSAND OAKS BOULEVARD SPECIFIC PLAN**

## **Final Environmental Impact Report**

### **Volume I**

#### **Prepared for:**

City of Thousand Oaks  
Community Development Department  
2100 Thousand Oaks Boulevard  
Thousand Oaks, California 91362

#### **Prepared by:**

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**September 2011**

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# **THOUSAND OAKS BOULEVARD SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT NO. 327**

## **INTRODUCTION**

The Community Development Department has prepared a Final Environmental Impact Report (FEIR) for the Thousand Oaks Boulevard Specific Plan (Specific Plan No. 20).

The FEIR addresses the environmental effects associated with the adoption of the Thousand Oaks Boulevard Specific Plan, which establishes new development and design guidelines for properties within the Plan Boundary, and changing the Land Use Element of the General Plan from existing designations within the proposed Specific Plan boundaries to such other designations as may be necessary to accommodate the land uses envisioned in the Specific Plan. The location of the project is along Thousand Oaks Boulevard and nearby properties from Moorpark Road/Conejo Boulevard in the west to Duesenberg Drive/Auto Mall Drive in the east.

Volume 1 of the FEIR contains the Draft Environmental Impact Report (DEIR), comment letters that were submitted to the City on the DEIR, and staff responses to those comments, as well as the Draft Mitigation Monitoring Plan. In addition, changes and revisions to the DEIR text are presented in this volume. These modifications do not introduce any new environmental impacts not previously discussed.

Volume 2 of the FEIR contains the technical appendices.

## **REVISIONS TO THE DEIR TEXT**

Changes and revisions to the Draft EIR text are presented below under the subject categories used in the draft document. These modifications represent minor changes and do not introduce any new significant environmental impacts not previously discussed.

The Final EIR is hereby revised to include these modifications.

### **3.0 Project Description/ Intended Uses of this EIR**

This section incorrectly states that General Plan Circulation Element Amendment C2001-30 is being processed concurrently with the proposed Specific Plan, and that the amendment is necessary to make conforming changes to the General Plan. The following changes are made to Page 3.0-27 to correct this statement:

"The TOBA is requesting adoption of the proposed Thousand Oaks Boulevard Specific Play by the City of Thousand Oaks. In response, the City has initiated two other General Plan amendment LU 2009-70130 applications that is are being processed concurrently with the proposed Specific Plan. The purpose of this these

amendments is to make conforming changes in the City's General Plan. This Each General Plan amendment is described in further detail below.

1. General Plan Land Use amendment LU 2009-70130. This amendment seeks to adopt a conforming land use designation with the Specific Plan.
2. ~~General Plan Circulation Element C 2001-30: this amendment seeks to reduce the width of Thousand Oaks Boulevard between Hodencamp Road and Erbes Road from 6 lanes to 4 lanes, which would retain Thousand Oaks Boulevard in its current 4-lane configuration."~~

#### **4.1 Land Use**

On June 14, 2011, the City Council approved a land use amendment that increased the number of dwelling units available for re-allocation under Measure E. The following changes are made to update this number:

Page 4.1-5:

"As of 2011, the cumulative reduction compared to the 1996 baseline is ~~423~~ 187 dwelling units and 10.06 commercial acres".

Page 4.1-9:

"As noted earlier, there are presently ~~423~~ 187 dwelling units available for re-allocation..."

#### **4.2 Traffic and Circulation**

While there is no development proposal associated with the Specific Plan, the following conditions are added to address potential future impacts from specific projects.

As recommended by the Ventura County Public Works Agency Transportation Department in their DEIR comment letter dated June 9, 2011:

"Future projects within the Specific Plan area shall be evaluated to determine if there will be a cumulative impact to the Ventura County Road Network. If it is found that the project will result in a cumulative impact to County roads, it will be conditioned to pay a County Traffic Impact Mitigation Fee prior to issuance of a building permit, in accordance with the Reciprocal Traffic Mitigation Agreement between the City of Thousand Oaks and the County of Ventura. This will mitigate the project's cumulative impact to the regional road network."

As recommended by the California Department of Transportation in their DEIR comment letter dated July 13, 2011:

"Specific projects proposed for development at locations within the Specific Plan area will require traffic analysis on the Main Line (SR-101 and SR-23) and all on/off ramps that may be impacted by development of the project."

Certain traffic mitigation measures result in Class I (significant and unmitigable) impacts due to conflicts with Specific Plan objectives to maintain on-street parking and create a pedestrian-friendly environment as described in the DEIR narrative, and do not result from economic infeasibility. As stated on Page 4.2-17 of the DEIR, such improvements would be constructed as needed over time as growth occurs, through the City's capital improvement program using Road Improvement Fee funds or other funds allocated to road improvements.

Traffic Impact 4.2-1 (Page 4.2-14) is therefore revised as follows:

"Future development that may result from the adoption of the proposed Specific Plan may conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the surface street intersections. While proposed mitigation is available to ensure that implementation of the proposed Specific Plan would not result in any conflicts at some intersections, this mitigation may be economically infeasible and would potentially conflict with objectives of the Specific Plan to maintain on-street parking and create a pedestrian-friendly environment."

#### **4.3 Air Quality**

The following changes are made for clarification purposes only:

MM 4.3-13:

~~The Specific Plan includes~~ Future residential developments shall include ~~consisting only natural gas-fired hearths. Future development projects shall not conflict with this aspect of the Specific Plan and shall prohibit the installation of~~ W~~wood-burning hearths and wood-burning stoves are prohibited.~~

The following modifications to certain air quality mitigation measures are made to be consistent with the analysis provided on Page 4.3-46 of the DEIR, which recommended these measures "if applicable and feasible", and to clarify the mitigation measure language:

MM 4.3-14:

~~"The Specific Plan includes~~ Future residential and commercial developments should that would use solar, low emission and/or ENERGY STAR rated water heaters and/or use central water heating systems wherever feasible. ~~Future development projects shall not conflict with this aspect of the Specific Plan."~~

MM 4.3-15:

~~"The Specific Plan includes Future residential and commercial developments should incorporate design features that would orient buildings to the north for natural cooling and heating wherever feasible. Future development projects shall not conflict with this aspect of the Specific Plan."~~

MM 4.3-16:

~~"The Specific Plan includes Future residential and commercial developments should consider that would increase increasing wall and attic insulation beyond Title 24 requirements wherever feasible. Future development projects shall not conflict with this aspect of the Specific Plan."~~

MM 4.3-17:

~~"The Specific Plan includes sharrows bicycle lanes on Thousand Oaks Boulevard, as a continuous route through the Specific Plan and linking to other bicycle routes within the City. Future development projects shall comply not conflict with this aspect of the Specific Plan."~~

#### **4.13 Hydrology and Water Quality**

The following condition is added, per the recommendation of the Ventura County Watershed Protection District in its comment letter on the DEIR dated July 11, 2011:

"Buildings to be constructed within the Specific Plan area shall be set back clear of the limits of Watershed Protection District property or easements. No new footings or overhangs should encroach into District property or easements. Building foundations should be evaluated to ensure that no surcharge loading is placed on District facilities."

## **RESPONSES TO COMMENTS ON THE DRAFT EIR**

### **INTRODUCTION**

In accordance with Section 15088 of the CEQA Guidelines, the City of Thousand Oaks, as the lead agency, has reviewed the comments received on the Draft Environmental Impact Report (DEIR) for the Thousand Oaks Boulevard Specific Plan and has prepared written responses to the comments received. The DEIR was circulated through the State Clearinghouse for a public review period that began on May 27, 2011 and extended through July 11, 2011. CEQA requires a minimum 45-day review period for EIRs circulated through the Clearinghouse. The comment letters included herein were submitted by public agencies and private citizens during the public comment period.

Each comment on the DEIR that the City received during the public comment period is included in this section. Responses to these comments have been prepared to address the environmental concerns raised by the commenters and to indicate where and how the EIR addresses pertinent environmental issues.

Any changes made to the text of the Draft EIR correcting information, data or intent are noted in the Final EIR as changes from the Draft EIR.

An alphanumeric system is utilized to organize the comment letters such that each letter is assigned an alphabetical letter and each separate issue within the letter is assigned a number. Each comment letter is reproduced in its entirety with the issues of concern numbered in the left margin. References to the responses identify first the letter, and second, the numbered comment (for example, C3 would refer to the third issue of concern within the third sequential comment letter).

The focus of the responses to comments is the disposition of environmental issues that are raised in the comments, as specified by Section 15088(b) of the State CEQA Guidelines. Detailed responses to comments that reflect opinions on the merits of the proposed project are not provided. When a comment is not directed to an environmental issue, the response indicates that the comment has been noted and forwarded to decision-makers for review and consideration, and that no further response is necessary.

### **COMMENTERS ON THE DRAFT EIR**

Commenters on the Draft EIR include public agencies and citizens. These are depicted in the following table:



Table 1. List of Commenters on the Draft EIR

| LETTER | COMMENTER          | AFFILIATION                             | DATE      |
|--------|--------------------|---|-----------|
| A      | Nick Fotheringham  | Citizen                                 | 6/1/2011  |
| B      | Hong Shen          | Citizen                                 | 6/4/2011  |
| C      | Susan Malone       | Citizen                                 | 6/10/2011 |
| D      | Ronald den Hoed    | Citizen                                 | 6/30/2011 |
| E      | Pele Wyly          | Citizen                                 | 7/2/2011  |
| F      | Daniel Blankenship | California Department of Fish and Game  | 7/5/2011  |
| G      | Tricia Maier       | V. C. Resource Management Agency        | 7/11/2011 |
| H      | Behnam Emami       | V.C. Transportation Department          | 6/9/2011  |
| I      | Tom Wolfington     | V.C. Watershed Protection District      | 7/11/2011 |
| J      | Isaiah Klein       | Citizen                                 | 7/11/2011 |
| K      | Dianna Watson      | California Department of Transportation | 7/13/2011 |

LETTER A

From: Nick Fotheringham  
To: <rburgess@toaks.org>  
CC: <linda.parks@ventura.org>  
Date: 6/1/2011 10:04 AM  
Subject: Comments on Thousand Oaks Boulevard Specific Plan draft EIR

Dear Mr. Burgess:

Following are my comments on the Thousand Oaks Boulevard Specific Plan draft Environmental Impact Report. These comments pertain specifically to potential impacts on biological resources (Section 4.5)

↑  
1) Pre-construction surveys DO NOT constitute mitigation measures (MM 4.5-2 and MM 4.5-3, pages 4.5-12 and 4.5-13). Whereas such surveys are useful in evaluating the extent of mitigation required, they do not by themselves mitigate any effects of the construction. Mitigation may be accomplished through the timing of construction and through replacement of nesting habitat removed during construction.

↑  
2) I disagree with the conclusion that no mitigation measures are needed for Impact 4.5-2 (page 4.5-13). Changes to urban topography, such as increased building height or rooftop structures, may impact migrating birds. Moreover, increased use of external glass as a construction material would pose a hazard to both migratory and resident birds. Methods for mitigating the latter impact are well known and often used in building construction. Bird flight pathways may also be impacted by the locations of sources of food or water, such as fountains, and thus the use of glass obstacles near fountains should be avoided.

Nick Fotheringham  
407 Grand Oak Lane  
Thousand Oaks, CA 91360

## Letter A

Commenter: Nick Fotheringham

Date: June 1, 2011

Comment A1: Suggestion that pre-construction surveys do not constitute mitigation measures, and that mitigation may be accomplished through the timing of construction and through replacement of nesting habitat removed during construction.

Response: The mitigation measures requiring pre-construction surveys are those recommended by the California Department of Fish and Game. While it is true that they do not in themselves constitute mitigation, they provide information that makes effective mitigation possible and which might involve some of the mitigation measures mentioned by the commenter. Such mitigation measures would be directed toward future development projects and are not appropriate at the Specific Plan level.

Comment A2: The commenter disagrees with the conclusion that Impact 4.5-2 requires no mitigation measures and suggests that increased building height and external glass can pose a hazard to migratory and resident birds.

Response: Impact 4.5-2 addresses whether future development that may result from the adoption of the proposed Specific Plan could interfere substantially with the movement of any native, resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors. The conclusion of the EIR that there would not be a significant impact is appropriate at the Specific Plan level, since there is no associated development project being evaluated. Hazards to bird species from multi-story buildings and external glass would be evaluated as part of a subsequent environmental document at such time as an actual development proposal is brought to the City.

## LETTER B

**Rick Burgess - Comments regarding the Thousand Oaks Blvd Specific Plan EIR draft**

**From:** "H. Shen"  
**To:** <rburgess@toaks.org>  
**Date:** 6/4/2011 11:16 PM  
**Subject:** Comments regarding the Thousand Oaks Blvd Specific Plan EIR draft  
**CC:** "H. Shen" <hongshenhs@hotmail.com>

Dear Mr. Rick Burgess,

I'm the home owner of the residential town house at 2066 Los Feliz Dr. Thousand Oaks, CA 91362. I received this letter from city of thousand oaks regarding Thousand Oaks Blvd Specific Plan. I looked at the EIR draft on [www.toaks.org](http://www.toaks.org) and I want to express my concern(s)/comments. According to the EIR draft, my property is currently in 60 CNEL freeway noise zone and would be in 65 CNEL freeway noise zone in the future because of the Thousand Oaks Blvd Specific Plan (i.e. the noise level would increase as a result of the Thousand Oaks Blvd Specific Plan), which would affect my property negatively. However, I don't see effective measures (e.g. building freeway sound walls) in the mitigation measures section of the EIR to keep the noise level the same or lower so that my property would not be negatively affected. This really concerns me and hopefully it concerns the city community development department too. I oppose the Thousand Oaks Blvd Specific Plan unless effective measures to be taken to address the noise level increase issue.

I may have other comments as I continue to read the EIR.

Regards,  
Hong Shen  
June 4, 2011

**Letter B**

Commenter: Hong Shen

Date: June 4, 2011

Comment B1: The commenter expresses concern that his property on Los Feliz Drive is currently in the 60 CNEL freeway noise zone and would be in the 65 CNEL noise zone in the future. In addition, he does not feel the mitigation measures included in the EIR will be effective in keeping the ambient noise level the same or lower.

Response: The commenter is referring to Figure 4.4-7 which depicts the future freeway noise level contours. It should be noted that those contours will be the same with or without the Specific Plan. The EIR points out that noise increases resulting from the projected traffic increases associated with the Specific Plan in most areas would not be audible (less than 3.0 dBA). As pointed out in the EIR, projected growth would be required to adhere to City noise standards and all stationary noise sources would be required to provide shielding or other noise abatement measures so as not to cause a substantial increase in ambient noise levels. Consequently, it is not anticipated that a significant cumulative increase in permanent ambient noise levels would occur as a result of implementation of the Specific Plan beyond what is anticipated to occur with build-out of the General Plan.

LETTER C

**Rick Burgess - T.O. Blvd Plan**

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**From:** "Susie and Charlie Malone"  
**To:** <rburgess@toaks.org>  
**Date:** 6/10/2011 10:11 AM  
**Subject:** T.O. Blvd Plan

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Mr. Burgess,

This sounds like a terrible plan. If you want to live someplace crowded and congested, move to the big city.

Please leave Thousand Oaks as it is. Protect its unique character, don't destroy it.

We came here to get away from traffic and tall buildings.

Thank you, Susan Malone

**Letter C**

Commenter: Susan Malone

Date: June 10, 2011

Comment C1: The commenter expresses opposition to approval of the Specific Plan.

Response: This comment is noted, but does not bear on the adequacy of the EIR. No further response is required.

LETTER D

**Rick Burgess - TOUSAND OAKS BLVD. REVITALIZATION**

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**From:** "Ronald den Hoed"  
**To:** <rburgess@toaks.org>  
**Date:** 6/30/2011 10:08 PM  
**Subject:** TOUSAND OAKS BLVD. REVITALIZATION

---

Mr. Rick Burgess  
 City of Thousand Oaks, CA

Dear Rick,

I have the following concerns regarding the Thousand Oaks Blvd. project:

- 1 - The so called cluster is too long. Three miles exceeds what one would consider a cluster. In fact is longer than the cluster in Pasadena, CA or the Third Street Promenade in Santa Monica, CA. People will not walk three miles to visit and shop in stores. A trolley is not the solution either. They are inconvenient when a person is carrying a few bags. The City should also consider the financial impact this development will have on the just expanded and remodeled mall in town.
- 2 - A project like this one will attract long term speculators that will not care of the existing structures or who are the tenants. They will wait and wait until they can get a big payoff when the plans are approved. This will attract crime. Will the City change the existing policy regarding inspecting neighborhoods? Who is going to pay for the extra policing?
- 3 - Of course the height of the buildings is too much especially 75 feet. History tells us that apartments require more policing, again who is going to pay for this extra policing? And how about fire protection in a congested street?
- 4 - Who is going to pay for the extra sewer, water, etc. capacity that is needed to support such a dense development?
- 5 - Reading the report the authors took an unrealistic assumption regarding parking. Before long the businesses will clamor for extra parking. To correct this situation parking structures would be required. Is the City assuming this responsibility? Keep in mind that developers have always had very optimistic and clever scenarios regarding parking. Parking is a cost item that generates no revenue. Just take a drive to the Santa Monica Third St. Promenade, Old Pasadena, or if you really want to see a bad scenario go to the Groves in LA during a weekend or an evening. Take a look at the parking in the streets surrounding the Groves.
- 6 - Traffic capacity: we are looking at another Ventura Blvd. in Encino if all the goals of this plan are accomplished. I am not sure the citizens of this fair City did



LETTER D  
(Cont'd)

bargained for this.

These are my main points. I am sure you will discover many more challenges as the process develops.

Sincerely,

Ronald den Hoed

## **Letter D**

**Commenter:** Ronald den Hoed

**Date:** June 30, 2011

**Comment D1:** The commenter states an opinion that, at three miles, the Specific Plan area is too long and that a trolley is an inconvenient form of transportation. Additionally, he suggests that the City consider the financial impact this development will have on the remodeled mall in town.

**Response:** These comments are noted. The commenter expresses opinions on the Specific Plan that do not bear on the adequacy of the EIR.

It should be noted, however, that the Specific Plan area is already substantially developed, primarily with retail, commercial office and a small amount of residential development. The Specific Plan does not envision new development or redevelopment along the entire length of the Boulevard. It would instead regulate the type and mix of land uses, building heights, setbacks and parking requirements allowed within the Specific Plan area. In addition the Specific Plan incorporates a streetscape enhancement program, discusses infrastructure requirements and proposes a program whereby a variety of incentives can be made available to developers who provide additional amenities or desired planning elements, such as lot consolidation.

Economic impacts are not relevant under CEQA unless they would result in an environmental impact such as blight or aesthetic impacts.

**Comment D2:** Suggestion that the project will attract unscrupulous speculators, which will, in turn, attract crime, requiring additional policing.

**Response:** There is no evidence that the project will attract unscrupulous speculators resulting in an increase in crime. On the contrary, a fundamental goal of the plan is to stimulate attractive new development, and each new project submitted to the City is routinely evaluated by the Thousand Oaks Police Department, who provide Conditions of Approval, ensuring that there will be no significant impacts related to police protection. This same procedure will apply if the Specific Plan is approved.

**Comment D3:** The commenter states an opinion that a 75 foot building is too high and again enquires about police and fire protection.

Response: The maximum average building height proposed by the Specific Plan is 55 feet, not to exceed 4 stories. The Specific Plan includes a proposed incentives program to encourage the development of amenities that will enhance the Specific Plan area. Desired elements include lot consolidation, public parking facilities, affordable housing, the construction of improvements for Pedestrian Nodes, etc. One of the available incentives would allow an increase in height, up to 75 ft. The Planning Commission would have the authority to grant incentives to a specific development project, after considering (1) the land and infrastructure capacity assuming award of all potential incentives and (2) the value added to a project by the amenity and a proportionate compensation for the amenity. Each project would be evaluated on a case-by-case basis with respect to viewshed, architectural treatment, and infrastructure and would have to provide a significant public benefit.

The Thousand Oaks Police Department and the Ventura County Fire Department evaluate each project and provide Conditions of Approval, which will ensure that there are no significant impacts in regard to police and fire department protection.

Comment D4: The commenter enquires about who would pay for the additional sewer, water and other utilities required by the Specific Plan.

Response: Developers who propose projects within the Specific Plan area would be assessed fees to pay for utilities as part of the routine City review of development projects.

Comment D5: The commenter expresses concerns about adequate parking within the Specific Plan area.

Response: Parking is not considered to be an environmental impact, consequently, although it is briefly discussed in the Project Description, it is not addressed in the Environmental Impact Analysis. Parking is a site planning issue and will be discussed in the Staff Report on the Specific Plan.

Comment D6: The commenter expresses concerns regarding traffic capacity and draws parallels to Ventura Boulevard in Encino.

Response: Section 4.2 of the EIR contains a thorough traffic analysis. As noted in the EIR, under cumulative traffic conditions, all intersections would operate within the City's performance standards (Level of Service C) with implementation of the improvements identified in the mitigation measures. However, the proposed

mitigation measures include certain street widening projects that would conflict with the Specific Plan goal of creating a more pedestrian-friendly environment along Thousand Oaks Boulevard. The City Council must determine if relatively free-flowing traffic is more important than an enhanced pedestrian environment, or vice-versa.

**Rick Burgess - Fwd: Sent From: Thousand Oaks - City Council (**  
**[http://www.toaks.org/government/city\\_council/default.asp](http://www.toaks.org/government/city_council/default.asp) )**

**From:** Pele Wyly  
**To:** <rburgess@toaks.org>, <jprescott@toaks.org>, <mtowne@toaks.org>  
**Date:** 7/2/2011 2:20 PM  
**Subject:** Fwd: Sent From: Thousand Oaks - City Council ( [http://www.toaks.org/government/city\\_council/default.asp](http://www.toaks.org/government/city_council/default.asp) )

Gentlemen: Please help us in keeping Thousand Oaks Blvd. Beautiful and LOW RISE!!!! Thank you,  
 The Wyly's

Begin forwarded message:

**From:** Jim and Pele Wyly  
**Date:** July 2, 2011 1:59:12 PM PDT  
**To:** city@toaks.org  
**Subject:** Thousand Oaks - City Council - Please Enforce CURRENT HEIGHT LIMITS!!

Dear Distinguished City Council Members: We would like to urge you to vote AGAINST raising the height limits on buildings along T.O. and/ or Moorpark Blvd. any higher than the current and existing height limits, which our city has used for years.. As a Member of the 1987 Citizens of T.O. General Plan Review Committee, I would vote to HOLD the Present Limits. The old Bank of America building, on the corner of T.O. Blvd. near One Boardwalk Place, should be the Maximum Limit for any new construction along the Blvd. My wife and I are commercial property owners and even in the S.F. Valley on Ventura Blvd. between Coldwater Canyon and Laurel Canyon in Studio City, the City of LA has a THREE STORY height limit for New Buildings! Would we be happy, if the corner of T.O Blvd. at Moorpark Road were to look more like Sepulveda at Ventura Blvd in Sherman Oaks?? We think NOT!

Are we trying to go higher than even the City of LA, allows in certain scenic corridors?? Do we really want T.O. Blvd to become another WEST L.A. and allow high rise buildings of all shapes and sizes???? If developers want tall buildings - let them build in the West Valley - Warner Center for instance! Let us be reasonable and protect our beautiful city from these humongous eyesores and traffic catastrophes. Really do we want another CARMEGEDDON in Downtown T.O.?? Please help us to continue the VISION for TO and Westlake of our early residents - like the Janss, Borchard, McCrae's, Fargo's, American Steamship Co., etc. HOLD OFF ON RAISING BUILDING HEIGHTS!! It is the RIGHT THING to do! Thank you for your understanding and cooperation. Sincerely, Jim and Pele Wyly - Thirty-Five year residents of our beautiful City of Thousand Oaks.

P.S. It is up to all of us loyal citizens to KEEP OUR CITY BEAUTIFUL and DIFFERENT, from the INDUSTRIAL COMPLEX of L.A. City and Counties!!!!

## **Letter E**

**Commenter:** Jim and Pele Wylly

**Date:** July 2, 2011

**Comment E1:** The commenters urge the Council Members to vote against raising the height limits of buildings along Thousand Oaks Boulevard and to maintain the existing height limits.

**Response:** This comment is noted, but does not bear on the adequacy of the EIR.

**Comment E2:** The commenters express further concerns regarding increasing building heights along Thousand Oaks Boulevard.

**Response:** These comments are noted. The commenters express opinions on the Specific Plan which do not bear on the adequacy of the EIR.

**Rick Burgess - Fwd: Thousand Oaks Blvd Specific Plan DEIR SCH 201001103**

**From:** Mark Towne  
**To:** Burgess, Rick  
**Date:** 7/5/2011 8:26 AM  
**Subject:** Fwd: Thousand Oaks Blvd Specific Plan DEIR SCH 201001103  
**CC:** Prescott, John

Pls see below from Fish and Game- no issues on EIR.

>>> Daniel Blankenship <DSBlankenship@dfg.ca.gov> 7/1/2011 3:50 PM >>>  
Dear Mr. Mark Towne:

Thank you for the opportunity to comment on the above referenced DEIR with regards to potential biological impacts. The Department concurs with the proposed biological mitigation measures. Please contact me if any sensitive species are observed during surveys in order to consult and to develop an appropriate plan of action. Also, please contact me if construction occurs in the bird nesting season and a nest is observed in the buffer area in order to consult and develop a plan of action.

Sincerely,

Daniel S. Blankenship  
Staff Environmental Scientist  
CA Department of Fish and Game  
P.O. Box 221480  
Newhall, CA 91322-1480  
phone/fax (661) 259-3750  
cell (661)644-8469  
dsblankenship@dfg.ca.gov

**Letter F**

Commenter: Daniel Blankenship, California Department of Fish and Game (CDFG)

Date: July 5, 2011

Comment F1: The commenter indicates that CDFG concurs with the proposed biological mitigation measures contained in the Draft EIR and requests notification by the City if any sensitive species are observed during surveys or bird nests are found.

Response: The City will comply with these requests. No further response is necessary.



## RESOURCE MANAGEMENT AGENCY

## county of ventura

Planning Division

Kimberly L. Prillhart  
Director

July 11, 2011

City of Thousand Oaks  
Attn.: Rick Burgess  
2100 Thousand Oaks Blvd.  
Thousand Oaks, CA 91362-2903

E-mail: rburgess@toaks.org

Subject: Comments on the Thousand Oaks Specific Plan SP2009-70129 (SP20)/LU  
2009-70130 – Draft EIR

Dear Mr. Burgess:

Thank you for the opportunity to review and comment on the subject document. Attached are the comments that we have received resulting from intra-county review of the subject document. Additional comments may have been sent directly to you by other County agencies.

Your proposed responses to these comments should be sent directly to the commenter, with a copy to Laura Hocking, Ventura County Planning Division, L#1740, 800 S. Victoria Avenue, Ventura, CA 93009.

If you have any questions regarding any of the comments, please contact the appropriate respondent. Overall questions may be directed to Laura Hocking at (805) 654-2443.

Sincerely,

  
Tricia Maier, Manager  
Program Administration Section

Attachment

County RMA Reference Number 10-002-1



**Letter G**

Commenter: Tricia Maier, Ventura County Resource Management Agency

Date: July 11, 2011

Comment G1: Letter transmitting comments from intra-county review of the DEIR. The commenter requests that responses to County comments should be sent directly to the commenter, with a copy to Laura Hocking of the Ventura County Planning Division.

Response: This letter is acknowledged. Responses to County comments will be forwarded to the appropriate parties.



**PUBLIC WORKS AGENCY  
TRANSPORTATION DEPARTMENT  
Traffic, Advance Planning & Permits Division**

**MEMORANDUM**

**DATE:** June 9, 2011

**TO:** RMA – Planning Division  
Attention: Laura Hocking

**FROM:** Behnam Emami, Engineering Manager II

**SUBJECT: REVIEW OF DOCUMENT 10-002-1** Draft Environmental Impact Report (DEIR)  
**Thousand Oaks Boulevard Specific Plan.**  
Thousand Oaks Boulevard, City of Thousand Oaks (city).  
Lead Agency: **City of Thousand Oaks**

Pursuant to your request, the Public Works Agency - Transportation Department has completed the review of the DEIR for the Thousand Oaks Boulevard Specific Plan (SP).

This Draft EIR evaluates the potential environmental impacts associated with the proposed Thousand Oaks Boulevard Specific Plan (Specific Plan). The proposed Specific Plan would guide growth within a 345-acre Specific Plan area located along and near an approximately 3-mile stretch of Thousand Oaks Boulevard from Moorpark Road in the west to Duesenburg Drive in the east near the Los Angeles County line. Based on the existing land use characteristics along this portion of the Thousand Oaks Boulevard and the development standards and permitted uses in the proposed Specific Plan, the City estimates that future development within the proposed Specific Plan area would comprise approximately 375 dwelling units and 1.2 million square feet of non-residential building floor area. Of that amount, about 600,000 square feet of non-residential floor area is expected to be built under the existing General Plan designations and zoning, while the additional 375 dwelling units and about 612,000 square feet of commercial development would represent added growth due to the provisions of the proposed Specific Plan.

We offer these comments:

1. We generally concur with the comments in the DEIR for those areas under the purview of the Transportation Department. The DEIR indicates that this project would generate additional traffic. No impacts to County roads were identified in the Traffic Study for the DEIR.
2. Any future specific development shall have mitigation measures for the cumulative impact of traffic on Ventura County Road Network. If the cumulative impact of the project, when considered with the cumulative impact of all other approved (or

3  
↓

anticipated) development projects in the County is potentially significant, a condition for paying the County Traffic Impact Mitigation Fee to the County shall be included as a mitigation measure for the project in accordance with the Reciprocal Traffic Mitigation Agreement between the City of Thousand Oaks and the County of Ventura.

Our review is limited to the impacts this project may have on the County's Regional Road Network.

Please contact me at 654-2087 if you have questions.

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## **Letter H**

**Commenter:** Behnam Emami, Ventura County Transportation Department

**Date:** June 9, 2011

**Comment H1:** The commenter provides a synopsis of the project.

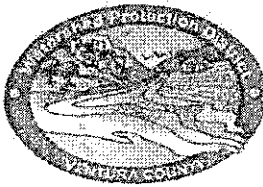
**Response:** These comments are acknowledged. No further response is necessary.

**Comment H2:** The commenter notes general concurrence with the conclusions of the draft EIR regarding transportation.

**Response:** These comments are acknowledged. No further response is necessary.

**Comment H3:** The commenter states an opinion that if the cumulative impact of a future project proposed under the Specific Plan is potentially significant, a condition for paying the County Traffic Impact Mitigation Fee (TIMF) shall be included as a mitigation measure for the project in accordance with the Reciprocal Traffic Mitigation Agreement between the City of Thousand Oaks and the County.

**Response:** The City will comply with this request.



**VENTURA COUNTY WATERSHED PROTECTION DISTRICT**  
**PLANNING AND REGULATORY DIVISION**  
 800 South Victoria Avenue, Ventura, California 93009  
 Tom Wolfington, Permit Manager – (805) 654-2061

**MEMORANDUM**

DATE: July 11, 2011

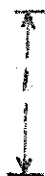
TO: Laura Hocking, RMA/Planning Technician

FROM: Tom Wolfington, P.E., Permit Manager *TW*

SUBJECT: RMA 10-002-1 DEIR Thousand Oaks Boulevard Specific Plan  
 Properties in the vicinity of Thousand Oaks Boulevard  
 Conejo Boulevard to Duesenburg Drive  
 Arroyo Conejo, Lang Creek, Thousand Oaks North Drain, Erbes Road  
 Drain, and Los Robles Drain jurisdictional red line channels, Zone 3

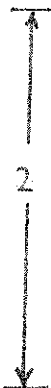
Pursuant to your request, this office has reviewed the subject Draft Environmental Impact Report for the Thousand Oaks Boulevard Specific Plan.

**PROJECT LOCATION**



The proposed Thousand Oaks Boulevard Specific Plan area comprises approximately 345 gross acres of land within the central commercial corridor of the City of Thousand Oaks. The Specific Plan area is linear in form, and extends along Thousand Oaks Boulevard and nearby properties roughly from Moorpark Road in the west to Duesenburg Drive in the east, a distance of about 3 miles.

**PROJECT DESCRIPTION**



The 345-acre Specific Plan area presently contains approximately 1.8 million square feet of primarily commercial development, a small amount of residential development, and two assisted living projects. While most of the Specific Plan area is already developed, there are several vacant properties and a number of under-utilized sites as well. The City estimates that under the existing General Plan land use designations and zoning development standards for the Specific Plan area, up to approximately 600,000 square feet of additional non-residential development could occur. Based on the development standards in the proposed Specific Plan, the City estimates that this amount would be increased by about 375 additional dwelling units and about 612,000 square feet of commercial gross floor area, over and above the amount that would occur under the current General Plan.

**BACKGROUND INFORMATION**

The following paragraphs provide watershed and flood control background information within or affecting the Specific Plan area.

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RMA 10-002-1 DEIR Thousand Oaks Boulevard Specific Plan

Page 2 of 3

The Arroyo Conejo, a District jurisdictional red line channel, is the primary watercourse and flood control facility. The Arroyo Conejo proceeds upstream from the crossing at Conejo Boulevard to the crossing at Duesenburg Drive. Lang Creek, Thousand Oaks North Drain, Erbes Road Drain, and Los Robles Drain are also District jurisdictional red line channels that are tributary to the Arroyo Conejo.

The Arroyo Conejo is primarily a reinforced concrete box (RCB) for flood control purposes, although other sections also exist. The RCB sections are designed to convey a 2% chance (Q50) flood event. Today the design criteria have been advanced to check that the RCB sections will also pass the 1% chance (Q100) flood event.

The existing RCB was designed and constructed in 1966. It was designed to a standard much less than current FEMA Floodplain requirements. In addition, since that time approximately 40 years of rain and streamflow data have been recorded. The additional data indicates severe flood control deficiencies in the system.

The current hydrology data are included in the Calleguas Creek Watershed Management Plan Study completed in 2003 and at that time was made available to the City of Thousand Oaks to assist in developing a master drainage plan. Table 1 below shows existing RCB capacity and current hydrology results at selected locations. The plan is available on the District's website.

**Table 1**  
Original and Current Hydrology Tabulations

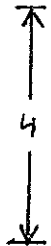
| Location                          | Original Design<br>Hydrology<br>Q50 (cfs) | FEMA Standards Current<br>Hydrology<br>Q100 (cfs) |
|-----------------------------------|---|---|
| Moorpark Road                     | 5,700                                     | 10,263  |
| Hodencamp Road                    | 2,750                                     | 5,308   |
| Conejo School Road                | 2,200                                     | 4,389   |
| Hillcrest Drive<br>(Skeleton Cyn) | 1,560                                     | 2,371   |

Note that the predicted flows in the table above are less than those indicated within the City of Thousand Oaks Storm Drain Master Plan.

July 11, 2011

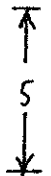
RMA 10-002-1 DEIR Thousand Oaks Boulevard Specific Plan

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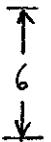


As mentioned and shown in Figure 4.13-2 in the DEIR, significant portions of the Specific Plan area are in the 2010 FEMA Flood Insurance Rate Map's 1% chance floodplain. The portions mapped westerly of Hodencamp were mapped based on the 2003 Calleguas Creek Hydrology. The mapping has not extended to the areas along the Arroyo Conejo easterly of Hodencamp Road. Due to the increased flows effective in the Hodencamp Road area, it is likely other areas of flooding may occur within the Specific Plan area.

**WATERSHED PROTECTION DISTRICT PROJECT COMMENTS:**



1. Hydrologic and hydraulic analyses of the Specific Plan area date back to 1983. It is known that predicted storm conditions have worsened in the area and that portions of the area are likely to be affected in a 100-year storm. Impacts of capacity deficiencies for the Specific Plan reach of the Arroyo Conejo and tributaries should be evaluated by the City.



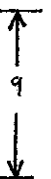
2. The District is currently engaged in a planning effort known as the Upper Calleguas Creek Watershed Management Study, in which the City of Thousand Oak is a participant. The outcome of this study may be useful in defining deficiencies and planning for future improvements.



3. Runoff from building projects should be directed to City storm drains and not connected directly to District Jurisdictional red line channels or facilities.



4. The Specific Plan should state in the form of a condition that buildings be set back clear of the limits of District property or easements. No footings or overhangs should encroach into District property or easements. Building foundations should be evaluated to insure that no surcharge loading is placed on District facilities.



5. Ventura County Watershed Protection District Ordinance WP-1 outlines the requirements for permits. An Encroachment Permit is required for any proposed work in, on, over, under or across District property or easements. A Watercourse Permit is required for any proposed work in, on, over, under or across a District jurisdictional red line channel.

**END OF TEXT**



## **Letter I**

**Commenter:** Tom Wolfington, Ventura County Watershed Protection District

**Date:** July 11, 2011

**Comment I1:** The commenter describes the location of the Specific Plan area.

**Response:** These comments are acknowledged.

**Comment I2:** The commenter provides a synopsis of the project.

**Response:** These comments are acknowledged.

**Comment I3:** The commenter states that the Arroyo Conejo is a District jurisdictional red line channel and the primary watercourse and flood control facility in the area. The existing reinforced concrete box (RCB) was designed and constructed in 1966 to convey a 2% chance (Q50) flood event: current FEMA floodplain requirements have increased the standard to a 1% chance (Q100) flood event. The original Q50 hydrology does not meet the current FEMA Q100 hydrology.

**Response:** These comments are noted.

**Comment I4:** The commenter points out that significant portions of the Specific Plan area are in the 2010 FEMA Flood Insurance Rate Map's 1% chance floodplain and suggests that due to increased flows in the Hodencamp Road area, it is likely that other areas of flooding may occur within the Specific Plan area.

**Response:** These comments are noted. Storm drain deficiencies are noted in the draft EIR. The commenter does not recommend a course of action to remedy this situation. It should be noted that the flows mentioned by the commenter are "predicted" and not actual. Due to obstructions and topography many of the predicted flows may never reach the measured locations. The City contends that any modification to the drain to increase capacity would have to be upstream of the reinforced concrete box (RCB). Other than minor maintenance to the RCB, any major modification is physically not possible.

**Comment I5:** The commenter suggests that impacts of capacity deficiencies for the Specific Plan reach of the Arroyo Conejo and tributaries should be evaluated by the City.

Response: As noted previously in the commenter's letter, the Ventura County Watershed Protection District has jurisdiction over red-line channels. There is no precedent for the City to undertake hydrologic analyses of the District's jurisdictional channels.

Comment 16: The commenter notes that the District and the City are engaged in a management study of the upper Calleguas Creek watershed which may be useful in defining deficiencies and planning for future improvements.

Response: This comment is noted. No further response is necessary.

Comment 17: Suggestion that runoff from building projects be directed to City storm drains and not connected directly to District Jurisdictional red line channels or facilities.

Response: Many of the Boulevard properties lie low and straddle red line channels; they cannot drain directly to a City facility. Although the designer shall make every effort to connect to the City system, in the circumstances in which this can not be achieved, the applicant shall apply for a Watercourse Permit with the District for connection to the box.

Comment 18: The commenter indicates that the Specific Plan should state in the form of a condition that buildings be set back clear of the limits of District property or easements. No new footings or overhangs should encroach into District property or easements. Building foundations should be evaluated to insure that no surcharge loading is placed on District facilities.

Response: The City agrees and has no objection to including a condition to this effect.

Comment 19: The commenter states that an Encoachment Permit is required for any proposed work in, on, over, under or across District property or easements. A Watercourse Permit is required for any proposed work in, on, over, under or across a District jurisdictional red line channel.

Response: These comments are noted. No further response is necessary.

LETTER J

**Rick Burgess - Re: T.O.B Revitalization Plan**

**From:** isaiah klein  
**To:** <rburgess@toaks.org>  
**Date:** 7/11/2011 4:08 PM  
**Subject:** Re: T.O.B Revitalization Plan

To whom it may concern,

I would like to express my concerns over the proposed plan to revitalize Thousand Oaks Boulevard from Moorpark Road to Duesenberg Drive. While I understand the desire for an increase in flow of customers, held by the businesses located on Thousand Oaks Boulevard, and the impulse to further build and develop things generally held by developers, I cannot say that I understand how it would benefit the community at large to begin changing the city codes and ordinances currently in place to accommodate such augmentation.

I moved to Thousand Oaks only a year ago this month, and own a home with my wife on Almon Drive, but I grew up in Santa Barbara, and watched the steady increase of traffic, congestion, crime, and negative environmental impacts slowly transform the city into a far less beautiful, peaceful, and safe place than it was less than twenty years ago.

I read in the Acorn a couple weeks back, an account of a study group meeting at which the mayor spoke in disdain about the proposed T.O.B revitalization plan, saying that "For me, 75 feet is dead on arrival, it's too high." I would like to commend and second the mayor's statement, and add that part of the charm of being on Thousand Oaks Boulevard is being able to gaze upon the gorgeous surrounding hills just yonder of it. If the height limit is raised, that aspect of the boulevard's charm will effectively be extinguished. Granted, the general limit proposed is 55 feet, but why increase the building limit at all? If the city permits the building code limits to be broken now, in conjunction with an easing of protection for oak trees within city limits, developers will see that as a crack in our resolve to maintain these aspects of scenic beauty, and begin a push toward exploiting such fissures. What might come of this but making way for further expansion and subsequently farther reaching environmental impacts on the area?

I am not in opposition to the revitalization of T.O.B. In fact, I think a more pedestrian friendly area would be a great improvement. But the modification of building codes and environmental allowances is a slippery slope. One that in my experience, developers are less likely to respect, and more likely to exploit.

Though inevitable in the face of development, I believe the gross increase of traffic on T.O.B would as well be to the detriment of everyone and everything in the adjacent area and must be considered with the greatest solemnity as it is no doubt one of the axes upon which the boulevard's alluring ambiance pivots.

I urge everyone involved in this project, to gravely consider the effects its enactment will have on all the aspects I have discussed and to stand firm in keeping the building codes and environmental regulations as they currently are. This matter cannot be rushed, as it's effects are sure to be long lasting. I believe there is a reasonable outcome that can be reached through balanced compromise, and cooperation, and hope such an end will be pursued by all sides in full, no matter how long it takes. We mustn't sacrifice the beauty of our city for the prospect of increased commerce, especially when both can exist in greater harmony. Thank you.

Sincerely,

Isaiah Klein.

## **Letter J**

Commenter: Isaiah Klein

Date: July 11, 2011

Comment J1: The commenter expresses concerns with the Specific Plan.

Response: These comments are noted, but do not bear on the adequacy of the EIR.

Comment J2: The commenter relates how he has seen Santa Barbara affected by increase traffic, congestion, and other environmental impacts and suggests if the City allows building codes, oak tree protection and other environmental controls to be weakened, developers will exploit the situation.

Response: These comments are noted, but do not bear on the adequacy of the EIR.

Comment J3: The commenter indicates that he is not in opposition to the Specific Plan but feels that the modification of building codes and environmental controls is a bad precedent and that increased traffic on Thousand Oaks Boulevard must be given serious consideration.

Response: These comments are noted, but do not bear on the adequacy of the EIR. Traffic impacts are addressed in the response to Comment D6, above.

Comment J4: The commenter urges the City to keep the building codes and environmental regulations as they are at present suggests that a reasonable outcome can be reached through balanced compromise and cooperation.

Response: These comments are noted, but do not bear on the adequacy of the EIR.

## DEPARTMENT OF TRANSPORTATION

## DISTRICT 7

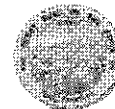
100 S. MAIN STREET, SUITE 100

LOS ANGELES, CA 90012-3606

PHONE (213) 897-0362

FAX (213) 897-0360

TTY (213) 897-4937

*Flex your power!  
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July 13, 2011

Mark Towne  
Deputy Director  
City of Thousand Oaks  
2100 East Thousand Oaks Blvd.  
Thousand Oaks, CA. 91362-2903

Re: IGR/CEQA 110603/NY  
Thousand Oaks Blvd. Specific Plan (DEIR)  
VEN/SR-101.23/ 1.62-4.06  
SCH#2010011013

Dear Mr. Towne:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for Draft Environmental Impact Report (DEIR) for the Thousand Oaks Blvd Specific Plan, in the City of Thousand Oaks.

We have completed our review of the traffic study and note the following proposed traffic mitigation measures listed on page 4.2.-38 of the traffic study:

- **Rancho Road/US 101 Southbound Ramps** - MM 4.2-13 Signalization of the Rancho Road/US 101 Southbound Ramps intersection to improve the Level of Service to "C" or better.
- **Hampshire Road/US 101 Northbound Ramps** - MM 4.2-14 Widen the Southbound Hampshire Road approach from two (2) through lanes and one right-turn lane to consist of two (2) through lanes and one free right-turn lane.
- **Hampshire Road/US 101 Southbound Ramps** - MM 4.2-15 Widen the Southbound Hampshire Road approach from one (1) left turn lane and one (1) through lane to consist of two (2) left turn lanes and one through lane.

Please be reminded that any specific projects proposed for development at locations identified in the Specific Plan will require additional traffic analysis on the Main Line (SR-101 & SR-23) and all on/off ramps that may be impacted by the development of the project.

Mr. Mark Towne  
July 13, 2011  
Page 2 of 2

If you have any questions regarding this response, please call the Project Engineer/Coordinator Mr. Nerses Armand Yerjianian at (213) 897-6536 and refer to IGR/CEQA # 110603/NY.

Sincerely,

A handwritten signature in black ink, appearing to read "Dianna Watson". The signature is fluid and cursive, with the first name "Dianna" being more prominent than the last name "Watson".

Dianna Watson  
IGR/CEQA Program Manager  
Regional Transportation Planning Office  
Caltrans, District 7

## **Letter K**

**Commenter:** Dianna Watson, Caltrans, District 7

**Date:** July 13, 2011

**Comment K1:** The Commenter notes the three traffic mitigation measures involving freeway ramps and reminds the City that any specific projects proposed for development at locations identified in the Specific Plan will require additional traffic analysis on the Main Line (SR-101 & SR-23) and all on/off ramps that may be impacted by the development of the project.

**Response:** The City will comply with this request. No further response is necessary.

# 1.0 INTRODUCTION

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## INTRODUCTION

*This introduction is intended to provide the reader with information regarding (1) the purpose of this environmental impact report (EIR); (2) a description of the environmental review process conducted for this project to date by the City of Thousand Oaks; (3) the lead, responsible, and trustee agencies for the project; and (4) the organization of this EIR.*

## PURPOSE AND LEGAL AUTHORITY

This Draft EIR evaluates the potential environmental impacts associated with the proposed Thousand Oaks Boulevard Specific Plan (Specific Plan). The proposed Specific Plan would guide growth within a 345-acre Specific Plan area located along and near an approximately 3-mile stretch of Thousand Oaks Boulevard from Moorpark Road in the west to Duesenburg Drive in the east. Based on the existing land use characteristics along this portion of the Thousand Oaks Boulevard and the development standards and permitted uses in the proposed Specific Plan, the City estimates that future development within the proposed Specific Plan area would comprise approximately 375 dwelling units and 1.2 million square feet of non-residential building floor area. Of that amount, about 600,000 square feet of non-residential floor area is expected to be built under the existing General Plan designations and zoning, while the additional 375 dwelling units and about 612,000 square feet of commercial development would represent added growth due to the provisions of the proposed Specific Plan.

This Draft EIR has been prepared in accordance with the California Environmental Quality Act (CEQA), the *State CEQA Guidelines*, and applicable City procedures for implementing CEQA and the *State CEQA Guidelines* (Title 9, Chapter 5 of the Thousand Oaks Municipal Code), including applicable City CEQA documentation procedures and requirements. This EIR identifies and discusses the potential impacts of the proposed Specific Plan as well as potential cumulative environmental impacts that may occur with development of other uses allowed by the City's General Plan. The intent of this EIR is to provide information about the potential environmental impacts of the proposed Specific Plan and identify feasible ways to minimize or avoid any potential significant impacts either through mitigation or the adoption of alternatives.

The principal purpose of an EIR is to provide input and information to the comprehensive planning analysis undertaken by the City of Thousand Oaks for this proposed Specific Plan. Given the important role of the EIR in this planning and decision-making process, it is important that the information



presented in the EIR be factual, adequate, and complete. The standards for adequacy of an EIR, defined in Section 15151 of the *State CEQA Guidelines*, are as follows:

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

This EIR has been prepared in accordance with these standards.

The EIR is intended to serve as a program EIR for future individual development projects within the Specific Plan boundaries that comply with its provisions, if adopted.

## SCOPE AND CONTENT

The City of Thousand Oaks, as Lead Agency under CEQA, determined that an EIR should be prepared for the proposed Thousand Oaks Boulevard Specific Plan after conducting preliminary review of the proposed Specific Plan in accordance with Section 15060 of the *State CEQA Guidelines*. Following this determination, a Notice of Preparation (NOP) was prepared and circulated by the City for public and agency review between January 7, 2010 and February 8, 2010, for the required 30-day review period. The purpose of the NOP was to solicit early comments from public agencies with expertise in subjects that would be discussed in the Draft EIR. The NOP and comments received during the NOP review period are contained in **Appendix 1.0** of this EIR. On March 31, 2010, the City also held a public scoping meeting on the EIR to solicit oral and written comments from the public and public agencies.

Topics evaluated in this Draft EIR have been identified based upon the responses to the NOP and City staff review of the proposed Specific Plan. The City determined through this initial review process that impacts related to the following topics are potentially significant and require assessment in this Draft EIR:

- Aesthetics
- Air Quality and Climate Change
- Biological Resources
- Cultural Resources
- Geology and Soils
- Land Use and Planning
- Noise
- Public Services
- Solid Waste
- Traffic and Circulation

- Hazards and Hazardous Materials
- Utilities and Service Systems
- Hydrology and Water Quality

## **LEAD, RESPONSIBLE, AND TRUSTEE AGENCIES**

The public agency that has the principal responsibility for carrying out or approving a project is designated as the Lead Agency under CEQA. For the proposed Specific Plan, the City of Thousand Oaks is the Lead Agency, and is responsible for ensuring that the EIR satisfies the procedural and substantive requirements of CEQA and for considering and certifying the adequacy and completeness of the EIR prior to making any decision regarding the proposed Specific Plan.

“Responsible Agency” means a public agency which proposes to carry out or approve a project, for which the Lead Agency is preparing or has prepared an EIR or Negative Declaration. For purposes of CEQA, the term Responsible Agency includes all public agencies other than the Lead Agency having discretionary approval authority over the project. During the NOP review period, no public agency identified itself as a Responsible Agency.

“Trustee Agency” means a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California. During the NOP review period, no public agency identified itself as a Trustee Agency.

## **EIR REVIEW PROCESS**

This EIR will be circulated for a 45-day public review and comment period. During this period, written comments concerning the adequacy of the Draft EIR may be submitted by any interested person and/or affected agency, to the City of Thousand Oaks Community Development Department, 2100 E. Thousand Oaks Boulevard, Thousand Oaks, California 91362, Attn: Rick Burgess, Senior Planner, or by e-mail to Mr. Burgess at [rburgess@toaks.org](mailto:rburgess@toaks.org).

Following the public review period, the City will respond to all comments received on the Draft EIR in writing, and incorporate the comments and responses into a Final EIR. At least 10 days prior to a hearing to certify the Final EIR, the City will send proposed responses to comments on the Draft EIR by all public agencies to those agencies as required by CEQA. The Final EIR will then be reviewed for adequacy by the City’s Planning Commission in conjunction with its review of the proposed Specific Plan, and then the Final EIR will be considered for certification by the City Council. Following certification of the EIR, the City Council will consider adoption of the proposed Specific Plan.

## REPORT FORMAT

A description of the organization of this EIR and the content of each section is provided below to assist the reader in using this EIR as a source of information about the proposed Specific Plan. Sections of the Draft EIR following this introduction are organized as follows:

**Section 2.0, Executive Summary**, includes a general description of the environmental setting, project description, and alternatives to the proposed Specific Plan. Environmental impacts and mitigation measures are summarized in a tabular format.

**Section 3.0, Project Description**, presents a detailed description of the proposed Specific Plan as required by the *State CEQA Guidelines*. Topics addressed in this section include the project objectives and the characteristics of the proposed Specific Plan.

**Section 4.0, Environmental Impact Analysis**, contains analysis of each of the environmental topics addressed in this EIR. Each topic is addressed in separate subsections. These subsections include introduction, environmental setting, regulatory framework, environmental impacts, cumulative impacts, mitigation measures, and residual impacts after mitigation.

**Section 5.0, Significant Irreversible Environmental Changes**, evaluates whether the proposed Specific Plan would result in the irretrievable commitment of resources or would cause irreversible changes in the environment.

**Section 6.0, Growth Inducement**, discusses the ways in which the proposed Specific Plan could foster economic or population growth in the area.

**Section 7.0, Alternatives**, provides analysis of alternatives to the proposed Specific Plan. As required by the *State CEQA Guidelines*, the reasons for selecting the analyzed alternatives are discussed, in addition to a comparative analysis of each alternative with the proposed Specific Plan.

**Section 8.0, Effects Found Not to be Significant** provides an overview of those environmental topics for which the City has determined the proposed Specific Plan would not result in a significant impact.

**Section 9.0, List of EIR Preparers**, provides a list of persons involved in the preparation of this EIR.

**Section 10.0, References**, provides a list of all organizations and persons contacted during preparation of the Draft EIR, and a list of all documents used as a basis of information for the Draft EIR.

**Appendices** to this EIR include the NOP, as well as selected technical reports and data used or generated during preparation of the Draft EIR.

## 2.0 EXECUTIVE SUMMARY

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### **SUMMARY**

*This section summarizes the characteristics of the proposed Specific Plan, alternatives, environmental impacts, mitigation measures, and residual impacts associated with the proposed Specific Plan.*

### **PROJECT SYNOPSIS**

#### **Project Applicant**

The project applicant for the Thousand Oaks Boulevard Specific Plan and related General Plan amendment is:

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

#### **Project Location**

The proposed Thousand Oaks Boulevard Specific Plan area comprises approximately 345 gross-acres of land within the central commercial corridor of the City of Thousand Oaks. **Figure 2.0-1, Regional Location Map**, shows the location of the proposed Specific Plan area within the City of Thousand Oaks, located in southeastern Ventura County. **Figure 2.0-2, Specific Plan Boundary**, shows the location of the Specific Plan area within the local context. As shown, the Specific Plan area is linear in form, and extends along Thousand Oaks Boulevard and nearby properties roughly from Moorpark Road in the west to Duesenberg Drive in the east, a distance of about 3 miles. **Figure 2.0-3, Aerial Photograph**, shows the Specific Plan area and the immediate vicinity.

Regional access to the Specific Plan area is provided by U.S. Highway 101 and State Route (SR) 23. Highway 101 is located adjacent to and roughly parallels Thousand Oaks Boulevard and access from Highway 101 to the Specific Plan area is provided by interchanges at Moorpark Road, Rancho Road, and Hampshire Road. SR-23 bisects the Specific Plan area, and provides access to Thousand Oaks Boulevard from the southbound lanes.

Local access to Thousand Oaks Boulevard and the Specific Plan area is provided by Moorpark Road, Hodencamp Road, Rancho Road, Erbes Road, Conejo School Road, Hampshire Road, Skyline Drive, and Duesenberg Drive.

## Background

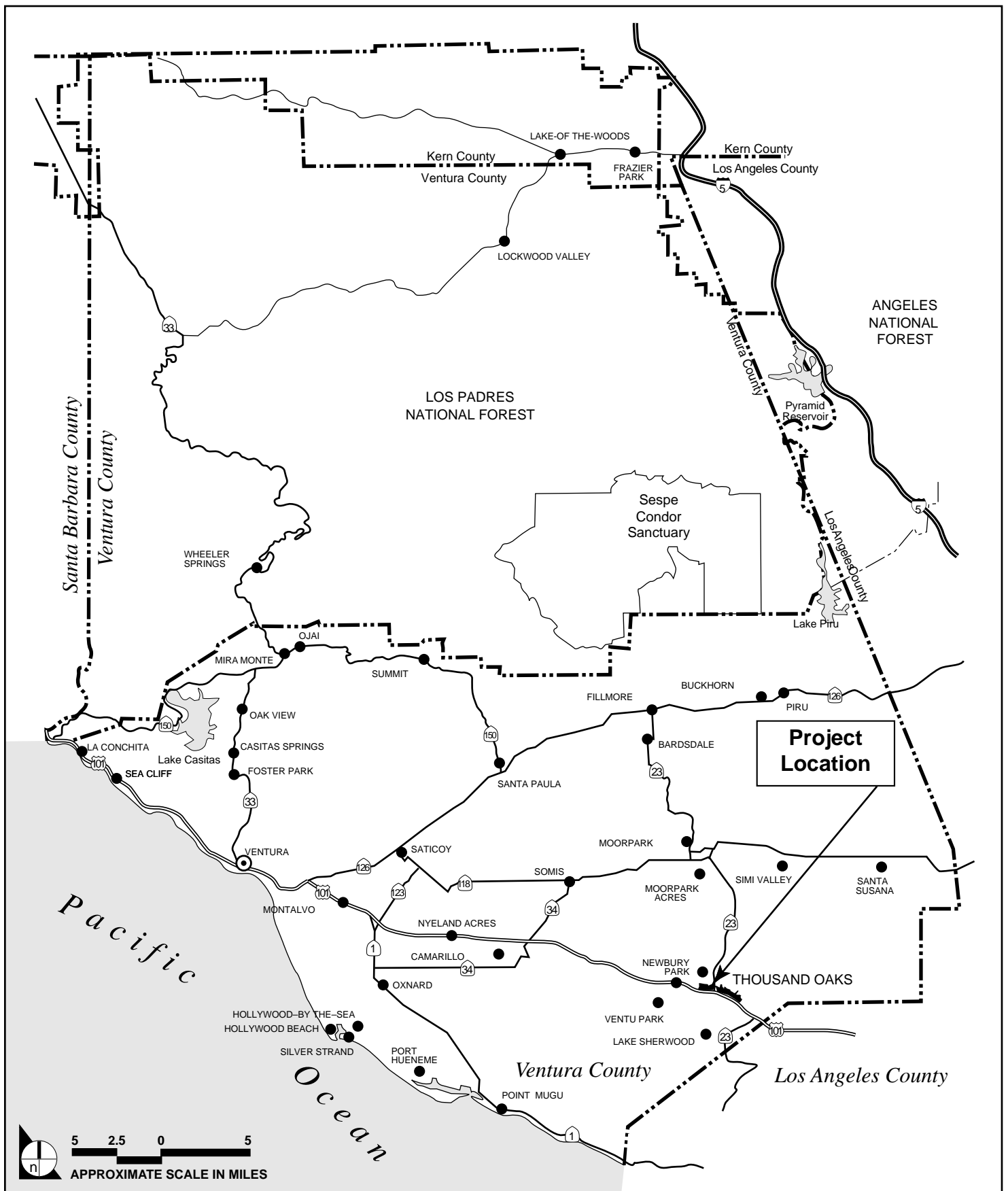
Over the past 20 years, there have been numerous studies and planning efforts related to Thousand Oaks Boulevard involving local citizens, the business community, and various community organizations. In 2005, the owners of property along Thousand Oaks Boulevard between Moorpark Road and Duesenberg Drive voted to establish the Thousand Oaks Boulevard Business Improvement District (BID). The City Council approved a management contract with the Thousand Oaks Boulevard Association (TOBA), which is an organization of property owners along Thousand Oaks Boulevard, to administer the BID. To date, the principal activity of the BID has been to develop recommended long-range land use planning and design proposals for the District, which are expressed in the proposed Thousand Oaks Boulevard Specific Plan evaluated in this environmental impact report (EIR).

TOBA's first step in preparing the proposed Specific Plan was to develop a "Long Range Vision" statement reflecting the purposes and objectives of the plan. TOBA submitted this Vision Statement for City review and in late 2006, the City Council voted unanimously to endorse this statement. The draft Specific Plan was submitted to the City for review in the spring of 2009. On May 5, 2009, City Council formally initiated a Specific Plan application and corresponding General Plan amendment, with the City as the applicant. City staff determined that an EIR should be prepared and held a public scoping meeting March 31, 2010, to solicit input as to the scope the potential environmental effects to be studied in the EIR, discuss the process, and answer questions. This Draft EIR has been prepared under the direction of the City.

## SPECIFIC PLAN OVERVIEW

The proposed project is the adoption of a Specific Plan, and a conforming amendment to the City's General Plan Land Use Element, in order to guide future development and redevelopment within its boundaries. The primary focus of the proposed Specific Plan and the related General Plan amendment is Thousand Oaks Boulevard itself, and the appropriate land use and design for properties that front it. However, nearby related properties that should be evaluated in the context of planning for the Boulevard have also been incorporated in the Specific Plan area, based on consultation between City staff and the TOBA.

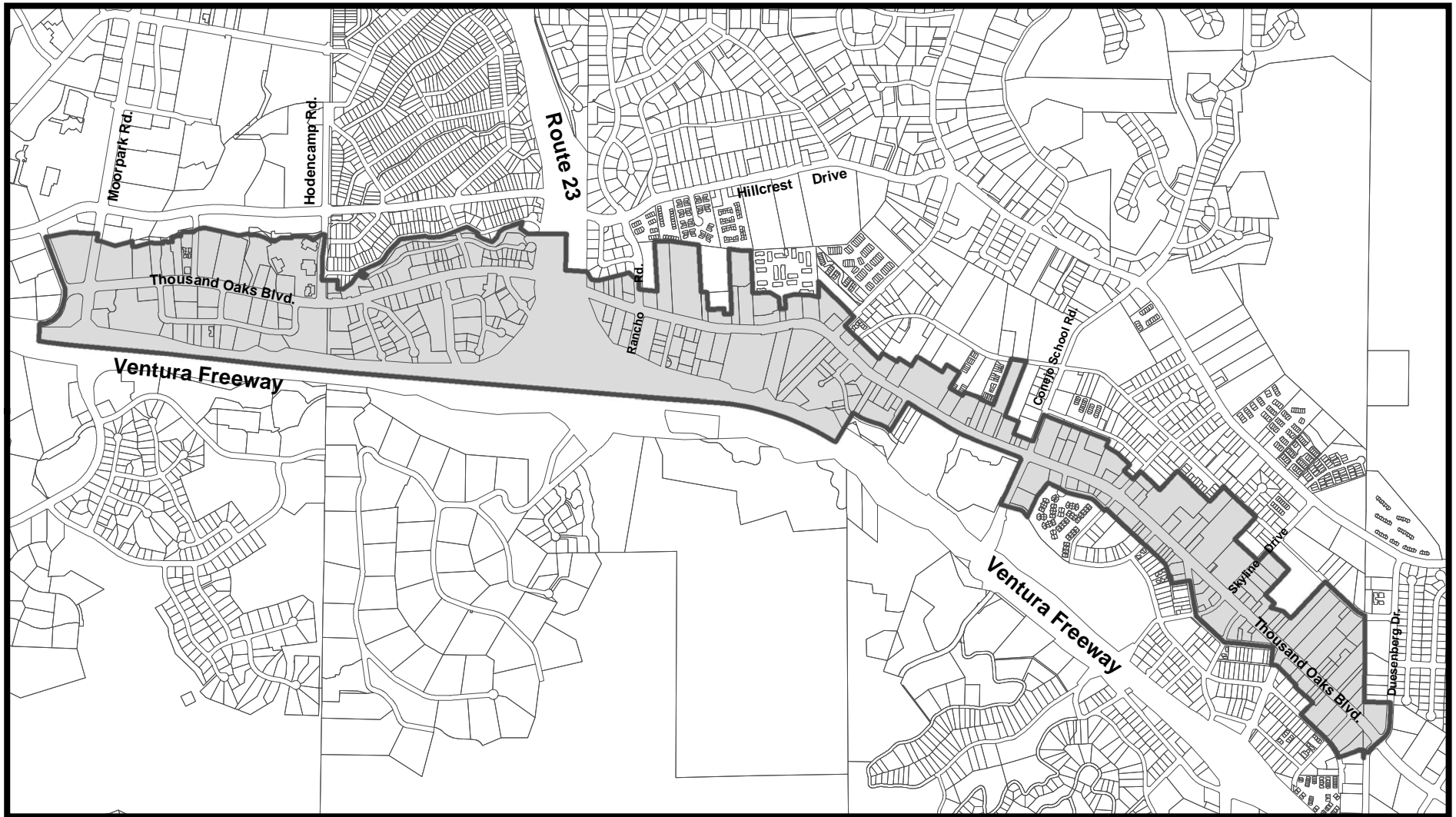
The proposed Specific Plan would regulate the type and mix of land uses, building heights, setbacks and parking requirements allowed within the Specific Plan area. The proposed Specific Plan also has a significant streetscape enhancement program, discusses infrastructure requirements, and proposes an incentive program for landowners who provide additional amenities or desired planning elements, such as lot consolidation.



SOURCE: Impact Sciences, Inc. – March 2010

FIGURE 2.0-1

## Regional Location Map



**Legend:**

 Project Boundary



1500 1250 0 1500

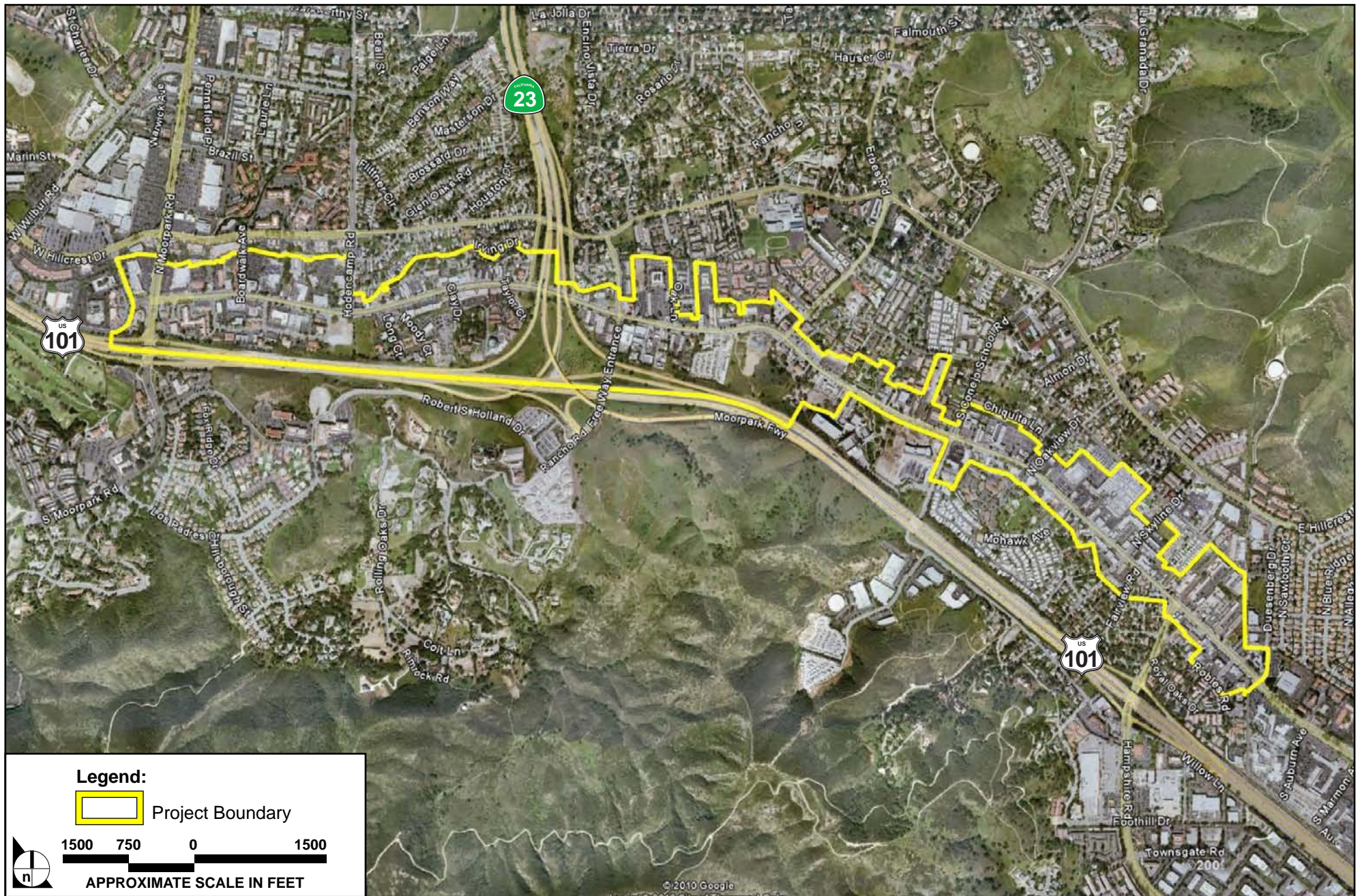
APPROXIMATE SCALE IN FEET

SOURCE: City of Thousand Oaks Community Development Department – May 2011

FIGURE **2.0-2**

Specific Plan Boundary





SOURCE: Google Earth – March 2005, Impact Sciences, Inc. – April 2010

FIGURE 2.0-3

Aerial Photograph



## SPECIFIC PLAN DEVELOPMENT POTENTIAL

The 345-acre Specific Plan area presently contains approximately 1.8 million square feet of primarily commercial development, a small amount of residential development, and two assisted living projects. While most of the Specific Plan area is already developed, there are several vacant properties and a number of under-utilized sites as well.

The City estimates that under the existing General Plan land use designations and zoning development standards for the Specific Plan area, up to approximately 600,000 square feet of additional non-residential development could occur.

Based on the development standards in the proposed Specific Plan, the City estimates that this amount would be increased by about 375 additional dwelling units and about 612,000 square feet of commercial gross floor area, over and above the amount that would occur under the current General Plan.

## AREAS OF CONCERN

The City of Thousand Oaks, as Lead Agency under California Environmental Quality Act (CEQA), determined that an EIR should be prepared for the proposed Thousand Oaks Boulevard Specific Plan after conducting preliminary review of the proposed Specific Plan in accordance with Section 15060 of the *State CEQA Guidelines*. Following this determination, a Notice of Preparation (NOP) was prepared and circulated by the City for public and agency review between January 7, 2010 and February 8, 2010, for the required 30-day review period. The purpose of the NOP was to solicit early comments from public agencies with expertise in subjects that would be discussed in the Draft EIR. The NOP and comments received during the NOP review period are contained in **Appendix 1.0** of this EIR. On March 31, 2010, the City also held a public scoping meeting on the EIR to solicit oral and written comments from the public and public agencies.

## SUMMARY OF IMPACTS AND MITIGATION MEASURES

For each impact identified in the EIR, a statement of the level of significance of the impact is provided. Impacts are categorized as follows:

*Class I. Significant and Unavoidable: An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per §15093 of the State CEQA Guidelines.*

*Class II. Significant but Mitigable: An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings to be made under §15091 of the State CEQA Guidelines.*

*Class III. Not Significant: An impact that may be adverse, but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.*

*Class IV. Beneficial: An effect that would reduce existing environmental problems or hazards.*

Environmental factors are listed by the level of significance of their impacts in **Table 2.0-1, Significance of Environmental Issues for the Proposed Project**, as determined and analyzed in this EIR.

**Table 2.0-1  
Significance of Environmental Issues for the Proposed Project**

| <b>Class I<br/>Significant and<br/>Unavoidable</b>  | <b>Class II<br/>Less than<br/>Significant Impact With<br/>Mitigation</b>   | <b>Class III<br/>Less than Significant<br/>Impact or No Impact</b>  | <b>Class IV<br/>Beneficial Impact</b> |
|---|--|---|---------------------------------------|
| <ul style="list-style-type: none"> <li>• Air Quality</li> <li>• Traffic and Transportation</li> </ul> | <ul style="list-style-type: none"> <li>• Land Use</li> <li>• Noise</li> <li>• Biological Resources</li> <li>• Water Supply</li> <li>• Hazards and Hazardous Materials</li> <li>• Aesthetics</li> </ul> | <ul style="list-style-type: none"> <li>• Geological Resources</li> <li>• Hydrological resources</li> <li>• Fire</li> <li>• Police Services</li> <li>• Schools</li> <li>• Parks and Recreation</li> <li>• Sewer</li> </ul> |                                       |

As shown, the impacts of the proposed Specific Plan, and the development that would be permitted by the Specific Plan either would be less than significant or can be mitigated to a less than significant level for the majority of the topics assessed in the Draft EIR.

Significant air quality and traffic impacts have been identified that cannot be feasibly mitigated to a less than significant level. Development within the Specific Plan area, including both General Plan buildout and additional development from the proposed Specific Plan, would result in greenhouse gas (GHG) emissions that exceed the 25,000 metric tons of carbon dioxide (CO<sub>2</sub>) equivalent threshold used to determine the significance of GHG emissions in this EIR. As the projected amount of emissions would exceed this threshold, GHG emissions are identified as significant. As no feasible mitigation measures are available to reduce GHG emissions projected to result from additional development in the proposed Specific Plan area below this threshold, this impact is identified as significant and unavoidable (Class I). In addition, the GHG emissions from cumulative development would also be significant and unavoidable (Class I) for similar reasons. It should be noted, however, that the proposed Specific Plan is generally consistent with the goal of Assembly Bill (AB) 32, signed into law in 2006, which requires statewide GHG

emissions to be reduced to 1990 levels by 2020 by improving the pedestrian character and mix of uses in the Specific Plan area.

If the measures identified to mitigate significant traffic impacts are implemented, all intersections analyzed would operate within the City of Thousand Oaks Performance Criteria (level of service [LOS] C or better) and under the City of Thousand Oaks Threshold of Significance (an increase in volume/capacity [V/C] ratio of 2 percent or greater at intersections operating at LOS C or worse). However, the widening required to construct the improvements identified for the intersections of Rancho Road and Hampshire Road with Thousand Oaks Boulevard would require the acquisition of additional right-of-way from adjacent developed properties. If this right-of-way is acquired, the improvements would eliminate existing landscaping and would potentially conflict with objectives of the Specific Plan to maintain on-street parking and create a pedestrian-friendly environment, including an enhanced pedestrian node at Hampshire Road. Therefore, the traffic impacts at these two intersections are considered potentially significant and unavoidable (Class I) as the mitigation measures conflict with the Specific Plan goal of creating a more pedestrian-friendly environment. Specific Plan traffic mitigation measures at other identified intersections are considered potentially significant but mitigable (Class II).

With cumulative traffic conditions, all intersections would operate within the City's performance standards with implementation of the improvements identified in the mitigation measures. However, proposed mitigation measures include a number of street widening projects that could conflict with the Specific Plan goal of creating a more pedestrian-oriented environment along Thousand Oaks Boulevard. These include street widening at the intersections of Thousand Oaks Boulevard and Moorpark Road, Rancho Road, Skyline Drive, and Hampshire Road, and restriping at Thousand Oaks Boulevard and Conejo School Road. Therefore, the cumulative impacts at these intersections are considered potentially significant and unavoidable (Class I) as they potentially conflict with Specific Plan goals. Mitigation measures at other intersections under cumulative traffic conditions are considered potentially significant but mitigable (Class II).

**Table 2.0-3, Summary of Project Impacts, Mitigation Measures, and Residual Impacts**, identifies project environmental impacts, proposed mitigation measures, and residual impacts for each topic addressed in the EIR.

**Table 2.0-2**  
**Summary of Project Environmental Impacts, Mitigation Measures, and Residual Impacts**

| <b>Impact</b>   | <b>Significance Before Mitigation</b> | <b>Mitigation Measure</b>   | <b>Residual Impact</b>              |
|---|---------------------------------------|---|-------------------------------------|
| <b>Land Use</b>   |                                       |   |                                     |
| Physically divide an established community.   | Less than Significant                 | No mitigation measures are required.  | Class III, Less than Significant    |
| Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. | Less than Significant                 | No mitigation measures are required.  | Class III, Less than Significant    |
| Future development that may result from the adoption of the proposed Specific Plan would not conflict with goals and policies listed in the City of Thousand Oaks General Plan.   | Potentially Significant               | <b>4.1-1</b> Add specific text and/or land use designations to the proposed Specific Plan to preclude development of existing natural slopes over 25 percent grade from development, pursuant to the City's general land development policies.<br><br><b>4.1-2</b> Add an Open Space land use category to proposed Specific Plan to designate Zuniga Ridge as open space. | Class II, Significant but Mitigable |
| Future development that may result from the adoption of the proposed Specific Plan would not conflict with goals and policies contained in the redevelopment plan for the Thousand Oaks Boulevard Redevelopment Project Area.   | Less than Significant                 | No mitigation measures are required.  | Class III, Less than Significant    |

| Impact                         | Significance Before Mitigation | Mitigation Measure  | Residual Impact  |
|--------------------------------|--------------------------------|---|--|
| <b>Traffic and Circulation</b> | Potentially Significant        | <b>Rancho Road/Thousand Oaks Boulevard</b>  | Class I, Significant and Unavoidable-conflicts with Specific Plan goals          |
|                                |                                | <b>4.2-1</b> Widen the eastbound Thousand Oaks Boulevard approach from one left-turn lane, two through lanes, and one right-turn lane with overlap to consist of one left-turn lane, three through lanes, and one right-turn lane with overlap.   |  |
|                                |                                | <b>Skyline Drive/Hillcrest Drive</b>  | Class II, Significant but Mitigable  |
|                                |                                | <b>4.2-2</b> Signalization of the Skyline Drive/Hillcrest Drive intersection is recommended as mitigation to improve the intersection to an acceptable LOS (C or better). This signal is scheduled for installation as a developer improvement by 2012.   |  |
|                                |                                | <b>Hampshire Road/Thousand Oaks Boulevard</b>   | Class I, Significant and Unavoidable-widening conflicts with Specific Plan goals |
|                                |                                | <b>4.2-3</b> Modify the Hampshire Road/Thousand Oaks Boulevard intersection traffic signal to include a northbound Hampshire Road right-turn overlap, which will preclude U-turn movement on westbound to eastbound Thousand Oaks Boulevard. Widen the eastbound Thousand Oaks Boulevard approach from one left-turn lane, two through lanes, and one right turn-lane to consist of one left-turn lane, three through lanes, and one right-turn lane. Modify the Hampshire Road/Thousand Oaks Boulevard intersection traffic signal to include an eastbound Thousand Oaks Boulevard right-turn overlap, which will preclude U-turn movement on northbound to southbound Hampshire Road. |  |
|                                |                                | <b>Westlake Boulevard/Thousand Oaks Boulevard</b>   | Class II, Significant but Mitigable  |
|                                |                                | <b>4.2-4</b> Widen eastbound Thousand Oaks Boulevard approach from two left-turn lanes, two through lanes, and one right-turn with overlap to consist of two left-turn lanes, three through lanes, and one right-turn with overlap.   |  |

| Impact  | Significance Before Mitigation | Mitigation Measure   | Residual Impact                     |
|---|--------------------------------|--|-------------------------------------|
| <b>Traffic and Circulation (continued)</b>  |                                |  |                                     |
| Future development that may result from the adoption of the proposed Specific Plan may conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of State Highway intersections. | Potentially Significant        | <b>Rancho Road/US 101 Southbound Ramps</b><br><b>4.2-5</b> Signalization of the Rancho Road/US 101 Southbound Ramps intersection is recommended as mitigation to improve the intersection to an acceptable LOS (C or better).  | Class II, Significant but Mitigable |
| Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).   | Less than Significant          | No mitigation measures are required.   | Class III, Less than Significant    |
| Result in inadequate emergency access.  | Less than Significant          | No mitigation measures are required.   | Class III, Less than Significant    |
| Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.   | Less than Significant          | No mitigation measures are required.   | Class III, Less than Significant    |
| Future cumulative development that may conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of surface street intersections.  | Potentially Significant        | <b>Moorpark Road/Hillcrest Drive</b><br><b>4.2-6</b> Widen southbound Moorpark Road approach from two left-turn lanes, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, two through lanes, and one shared through/right-lane. Widen westbound Hillcrest Drive approach from one left-turn lane, one through lane and one shared through/right-turn lane to consist of two left-turn lanes, one through lane and one shared through/right-turn. Applicants for future development projects shall contribute payment into the Thousand Oaks Road Improvement Fee Program. | Class II, Significant but Mitigable |

| Impact                                     | Significance Before Mitigation | Mitigation Measure   | Residual Impact  |
|--|--------------------------------|--|--|
| <b>Traffic and Circulation (continued)</b> |                                |  |  |
|  |                                | <b>Moorpark Road/Thousand Oaks Boulevard</b>   |  |
|  | 4.2-7                          | Widen westbound Thousand Oaks Boulevard approach from two left-turn lanes, one through lane, and one right-turn lane with overlap to consist of three left-turn lanes, one through lane, and one right-turn lane with overlap. Applicants for future development projects shall contribute payment into the Thousand Oaks Road Improvement Fee Program.  | Class I, Significant and Unavoidable – widening conflicts with Specific Plan goals |
|  |                                | <b>Rancho Road/Thousand Oaks Boulevard</b>   |  |
|  | 4.2-8                          | Widen the northbound Rancho Road approach from one left-turn lane, two through lanes, and one right-turn lane with overlap to consist of two left-turn lanes, two through lanes, and one free right-turn lane. Widen the eastbound Thousand Oaks Boulevard approach from one left-turn lane, two through lanes, and one right-turn lane with overlap to consist of one left-turn lane, three through lanes, and one right-turn lane with overlap. Applicants for future development projects shall contribute payment into the Thousand Oaks Road Improvement Fee Program. | Class I, Significant and Unavoidable – widening conflicts with Specific Plan goals |
|  |                                | <b>Conejo School Road/Thousand Oaks Boulevard</b>  |  |
|  | 4.2-9                          | Re-stripe the westbound Thousand Oaks Boulevard approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane. <i>This assumes on-street parking is prohibited on the north side west of the intersection.</i> Applicants for future development projects shall contribute payment into the Thousand Oaks Road Improvement Fee Program.   | Class I, Significant and Unavoidable – conflicts with Specific Plan goals          |

| Impact                                     | Significance Before Mitigation | Mitigation Measure   | Residual Impact   |
|--|--------------------------------|--|---|
| <b>Traffic and Circulation (continued)</b> |                                |  |   |
|  |                                | <b>Skyline Drive/Thousand Oaks Boulevard</b>   |   |
|  | <b>4.2-10</b>                  | Widen the eastbound Thousand Oaks Boulevard approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane. Applicants for future development projects shall contribute payment into the Thousand Oaks Road Improvement Fee Program.   | Class I, Significant and Unavoidable- widening conflicts with Specific Plan goals |
|  |                                | <b>Hampshire Road/Thousand Oaks Boulevard</b>  |   |
|  | <b>4.2-11</b>                  | Widen the northbound Hampshire Road approach from one left-turn lane, one shared through/left-turn lane, and one right-turn lane to consist of two left-turn lanes, one shared through/left-turn lane, and one right turn-lane. Widen the eastbound Thousand Oaks Boulevard approach from one left-turn lane, two through lanes, and one right turn-lane to consist of one left-turn lane, three through lanes, and one right-turn lane. Modify the Hampshire Road/Thousand Oaks Boulevard intersection traffic signal to include an eastbound Thousand Oaks Boulevard right-turn overlap, which will preclude U-turn movement on northbound to southbound Hampshire Road. | Class I, Significant and Unavoidable- widening conflicts with Specific Plan goals |



| Impact  | Significance Before Mitigation | Mitigation Measure   | Residual Impact                     |
|---|--------------------------------|--|-------------------------------------|
| <b>Traffic and Circulation (continued)</b>  |                                |  |                                     |
| Future cumulative development that may conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of State Highway intersections. | Potentially Significant        | <b>Westlake Boulevard/Thousand Oaks Boulevard</b>  | Class II, Significant but Mitigable |
|   |                                | <b>4.2-12</b> Widen southbound Westlake Boulevard approach from two left-turn lanes, two through lanes, and one shared through/right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Widen eastbound Thousand Oaks Boulevard approach from two left-turn lanes, two through lanes, and one right-turn with overlap to consist of two left-turn lanes, three through lanes, and one right-turn with overlap. Widen westbound Thousand Oaks Boulevard approach from three left-turn lanes, one through lane, and one shared through/right-turn lane to consist of three left turn lanes, two through lanes, and one right-turn lane. Applicants for future development projects shall contribute payment into the Thousand Oaks Road Improvement Fee Program. |                                     |
|   |                                | <b>Rancho Road/US 101 Southbound Ramps</b>   | Class II, Significant but Mitigable |
|   |                                | <b>4.2-13</b> Signalization of the Rancho Road/US 101 Southbound Ramps intersection is recommended as mitigation to improve the intersection to an acceptable LOS (C or better).   |                                     |
|   |                                | <b>Hampshire Road/US 101 Northbound Ramps</b>  |                                     |
|   |                                | <b>4.2-14</b> Widen the southbound Hampshire Road approach from two through lanes and one right-turn lane to consist of two through lanes and one free right-turn lane.  |                                     |
|   |                                | <b>Hampshire Road/US 101 Southbound Ramps</b>  |                                     |
|   |                                | <b>4.2-15</b> Widen the southbound Hampshire Road approach from one left-turn lane and one through lane to consist of two left-turn lanes and one through lane.  |                                     |

| Impact  | Significance Before Mitigation | Mitigation Measure |   | Residual Impact                     |
|---|--------------------------------|--------------------|---|-------------------------------------|
| Air Quality   |                                |                    |   |                                     |
| Conflict with or obstruct implementation of the applicable air quality plan.                                    | Less than Significant          |                    | No mitigation measures are required.  | Class III, Less than Significant    |
| Violate any air quality standard or contribute substantially to an existing or projected air quality violation. | Potentially Significant        | 4.3-1              | The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of dust.  | Class II, Significant but Mitigable |
|   |                                | 4.3-2              | Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavation operations. Application of water (preferably reclaimed, if available) should penetrate sufficiently to minimize fugitive dust during grading activities.   |                                     |
|   |                                | 4.3-3              | Fugitive dust produced during grading, excavation, and construction activities shall be controlled by the following activities: <ul style="list-style-type: none"><li>All trucks shall be required to cover their loads as required by California Vehicle Code Section 23114.</li><li>All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.</li></ul> |                                     |

| Impact                  | Significance Before Mitigation | Mitigation Measure   | Residual Impact |
|-------------------------|--------------------------------|--|-----------------|
| Air Quality (continued) |                                |  |                 |
|                         |                                | 4.3-4  |                 |
|                         |                                | Graded and/or excavated inactive areas of the construction site shall be monitored by City Construction Inspectors at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally safe dust control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area should be seeded and watered until grass growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust. |                 |
|                         |                                | 4.3-5  |                 |
|                         |                                | Signs shall be posted on-site limiting traffic to 15 miles per hour or less.   |                 |
|                         |                                | 4.3-6  |                 |
|                         |                                | During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on site. The site superintendent/supervisor shall use his/her discretion in conjunction with the Air Pollution Control District (APCD) in determining when winds are excessive.   |                 |
|                         |                                | 4.3-7  |                 |
|                         |                                | Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.   |                 |
|                         |                                | 4.3-8  |                 |
|                         |                                | Personnel involved in grading operations, including contractors and subcontractors, should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.   |                 |

| Impact   | Significance Before Mitigation | Mitigation Measure  | Residual Impact |
|--|--------------------------------|---|-----------------|
| <b>Air Quality (continued)</b>   |                                |   |                 |
| Future development that may result from the adoption of the proposed Specific Plan would contribute substantially to an existing or projected air quality violation in Ventura County. However, implementation of proposed mitigation would ensure that recommended project-specific operational thresholds established by the VCAPCD would not be exceeded. | Potentially Significant        | <b>4.3-9</b> Minimize equipment idling time.  |                 |
|  |                                | <b>4.3-10</b> Maintain equipment engines in good condition and in proper tune as per manufacturers' specification.  |                 |
|  |                                | <b>4.3-11</b> Lengthen the construction period during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time.   |                 |
|  |                                | <b>4.3-12</b> Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, if feasible.   |                 |
|  |                                | <b>4.3-13</b> The Specific Plan includes residential developments consisting only natural gas-fired hearths. Future development projects shall not conflict with this aspect of the Specific Plan and shall prohibit the installation of wood-burning hearths and wood-burning stoves.      |                 |
|  |                                | <b>4.3-14</b> The Specific Plan includes residential and commercial developments that would use solar, low emission and/or ENERGY STAR® rated water heaters and/or use central water heating systems. Future development projects shall not conflict with this aspect of the Specific Plan. |                 |
|  |                                | <b>4.3-15</b> The Specific Plan includes residential and commercial developments that would orient buildings to the north for natural cooling and heating. Future development projects shall not conflict with this aspect of the Specific Plan.  |                 |

| Impact                  | Significance Before Mitigation  | Mitigation Measure  | Residual Impact                     |
|-------------------------|---|---|-------------------------------------|
| Air Quality (continued) |   | <b>4.3-16</b> The Specific Plan includes residential and commercial developments that would increase wall and attic insulation beyond Title 24 requirements. Future development projects shall not conflict with this aspect of the Specific Plan.  |                                     |
|                         |   | <b>4.3-17</b> The Specific Plan includes bicycle lanes on Thousand Oaks Boulevard, as a continuous route through the Specific Plan and linking to other bicycle routes within the City. Future development projects shall not conflict with this aspect of the Specific Plan.   |                                     |
|                         |   | <b>4.3-18</b> The Specific Plan includes commercial developments that would reduce vehicle trips by implementing measures such as a customer paid parking system, charging for employee parking, providing preferential parking for carpool/vanpool parking, providing incentives for employee rideshare programs, providing an employee parking cash-out program, providing employees with an on-site break room with adequate seating, or similar measures. Future development projects shall not conflict with this aspect of the Specific Plan. | Class II, Significant but Mitigable |
|                         |   | <b>4.3-19</b> The developers of individual projects within the Specific Plan shall contribute toward an Off-Site TDM Fund to be used to develop regional programs to offset significant air pollutant emissions.  |                                     |
|                         | Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors). | Potentially Significant <b>Mitigation Measures 4.3-1 to 4.3-19</b> shall be implemented.  | Class II, Significant but Mitigable |

| Impact  | Significance Before Mitigation | Mitigation Measure  | Residual Impact                     |
|---|--------------------------------|---|-------------------------------------|
| <b>Air Quality (continued)</b>  |                                |   |                                     |
| Expose sensitive receptors to substantial pollutant concentrations.   | Potentially Significant        | <b>Mitigation Measures 4.3-1</b> through <b>4.3-12</b> shall be implemented.  | Class II, Significant but Mitigable |
| Future development that may result from the adoption of the proposed Specific Plan would not expose sensitive receptors to localized high levels of carbon monoxide (CO) that are associated with CO hotspots.  | Less than Significant          | No mitigation measures are required.  | Class III, Not Significant          |
| Future development that may result from the adoption of the proposed Specific Plan could expose sensitive receptors to substantial concentrations of mobile source toxic air contaminants. However, implementation of proposed mitigation would ensure that implementation of the proposed Specific Plan would not result in a substantial exposure to sensitive receptors. | Potentially Significant        | <p><b>4.3-20</b> In accordance with California Air Resources Board (CARB) recommendations, development of sensitive land uses within the Specific Plan area shall be minimized, where possible, within 500 feet of U.S. Highway 101 and State Route 23, where feasible. Where this is not feasible, development of sensitive land uses shall include project features that minimize the health impacts associated with freeways and heavily traveled roadways, as feasible. These measures include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Designing sensitive land use projects such that on-site buildings are located as far as possible from the highway;</li> <li>• Installing passive electrostatic, or similarly effective, in-door air filtering systems;</li> <li>• Changing the location of building air intakes to minimize exposure to roadway toxic air contaminants;</li> <li>• Ensuring that windows nearest to the freeway or major roadway do not open to reduce particulate matter exposure; and</li> <li>• Planting pollution-absorbing trees and vegetation between the roadway and buildings.</li> </ul> | Class II, Significant but Mitigable |

| Impact  | Significance Before Mitigation | Mitigation Measure  | Residual Impact                      |
|---|--------------------------------|---|--------------------------------------|
| <b>Air Quality (continued)</b>  |                                |   |                                      |
| Future development that may result from the adoption of the proposed Specific Plan would not expose sensitive receptors to substantial concentrations of stationary source toxic air contaminants.                          | Less than Significant          | No mitigation measures are required.  | Class III, Not Significant           |
| Create objectionable odors affecting a substantial number of people.  | Less than Significant          | No mitigation measures are required.  | Class III, Not Significant           |
| Future development that may result from the adoption of the proposed Specific Plan by itself would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. | Potentially Significant        | No feasible measures exist to reduce GHG emissions associated with the proposed Specific Plan to below 25,000 MTCO <sub>2</sub> e.  | Class I, Significant and Unavoidable |
| Future cumulative development would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.  | Potentially Significant        | No feasible measures exist to reduce GHG emissions associated with future cumulative development to below 25,000 MTCO <sub>2</sub> e.   | Class I, Significant and Unavoidable |
| Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.  | Potentially Significant        | <b>4.3-21</b> The proposed Specific Plan shall be revised to explicitly allow alternative fuel/electric charging facilities as a regulated use within the Specific Plan area. | Class II, Significant but Mitigable  |

| Impact   | Significance Before Mitigation |              | Mitigation Measure  | Residual Impact                     |
|--|--------------------------------|--------------|---|-------------------------------------|
| <b>Noise</b>   |                                |              |   |                                     |
| Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.   | Potentially Significant        | <b>4.4-1</b> | For Noise sensitive projects proposed in areas which exceed City thresholds, an acoustic analysis must be prepared which demonstrates compliance with the City's indoor noise threshold of 45 dB(A) community noise equivalent level (CNEL).  | Class II, Significant but Mitigable |
| Stationary noise sources associated with future development that may result from the adoption of the proposed Specific Plan could result in noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. However, implementation of proposed mitigation would ensure that implementation of the proposed Specific Plan would not result in adverse stationary noise effects. | Potentially Significant        | <b>4.4-2</b> | Where determined to be necessary by the City of Thousand Oaks Community Development Department, parking lots included in individual development projects developed within the Specific Plan area shall be designed to use buildings or sound walls to break the line of sight between residential or other sensitive land uses and parking areas. Acoustical analysis shall be performed to demonstrate that the parking lot noise levels will not exceed the City of Thousand Oaks standards at the property line of adjacent or nearby residential or other sensitive land uses. These components shall be incorporated into the plans of each individual project within the Specific Plan area to be submitted by the individual project applicant to the City of Thousand Oaks for review and approval prior to the issuance of building permits. | Class II, Significant but Mitigable |



| Impact            | Significance Before Mitigation | Mitigation Measure   | Residual Impact |
|-------------------|--------------------------------|--|-----------------|
| Noise (continued) |                                | <p><b>4.4-3</b> Where determined to be necessary by the City of Thousand Oaks Community Development Department, loading docks included in individual development projects developed within the Specific Plan area shall be designed to have either a depressed (i.e., below grade) loading dock area; and internal bay; or wall to break the line of sight between residential or other sensitive land uses and loading dock operations. Acoustical analysis shall be performed to demonstrate that loading dock noise levels will not exceed City of Thousand Oaks noise levels standards for at the property line of adjacent or nearby residential or other sensitive land uses. These components shall be incorporated into the plans of each individual project within the Specific Plan area to be submitted by the individual project applicant to the City of Thousand Oaks for review and approval prior to the issuance of building permits.</p> <p><b>4.4-4</b> Individual development projects within the Specific Plan area shall minimize noise impacts from electrical and mechanical equipment, such as ventilation and air conditioning units, by locating equipment away from on-site and off-site sensitive receptors, proper selection and sizing of equipment, installation of equipment with proper acoustical shielding and incorporating the use of parapets into building designs to act as rooftop noise attenuation barriers.</p> |                 |

| Impact   | Significance Before Mitigation |              | Mitigation Measure  | Residual Impact                     |
|--|--------------------------------|--------------|---|-------------------------------------|
| <b>Noise (continued)</b>   |                                |              |   |                                     |
| Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. | Potentially Significant        | <b>4.4-5</b> | <p>Where determined to be necessary by the City of Thousand Oaks Community Development Department, individual projects developed within the proposed Specific Plan area shall incorporate the following best management practices (BMPs) as applicable to reduce vibration impacts:</p> <ul style="list-style-type: none"> <li>Identifying all uses in the vicinity, both on site and off site of the Specific Plan area, that may be adversely affected by the vibrations, including existing residential uses, residential uses within the Specific Plan boundaries developed in earlier phases and non-residential land uses that may contain vibration-sensitive equipment;</li> <li>Adjusting vibration amplitudes of the construction equipment used on site such as limiting the number of pieces operating in one location at the same time in areas where conditions would affect structures, the sensitivity of vibration sensitive equipment, and/or human tolerance;</li> <li>Utilizing cast-in-drilled-hole (CIDH) piles in lieu of pile driving;</li> <li>Provide notification to both on-site and off-site residential land uses directly adjacent to the development within the Specific Plan area, at least 10 days in advance, of construction activities that are anticipated to result in vibration levels that exceed threshold limits;</li> </ul> | Class II, Significant but Mitigable |

| Impact  | Significance Before Mitigation | Mitigation Measure  | Residual Impact                     |
|---|--------------------------------|---|-------------------------------------|
| Noise (continued)   |                                |   |                                     |
|   |                                | 4.4-5 (continued)   |                                     |
|   |                                | <ul style="list-style-type: none"> <li>• Conduct demolition, earthmoving, and ground-impacting operations sequentially, so as not to have two such operations occurring within the boundaries of the Specific Plan area at the same time;</li> <li>• Selecting a demolition method to minimize vibration, where possible (e.g., sawing masonry into sections rather than demolishing it by pavement breakers); and/or</li> <li>• Operating earthmoving equipment on individual construction sites within the Specific Plan area as far away as possible or practicable from on-site and off-site vibration-sensitive sites; using wheeled or rubber-tracked equipment, and using small pieces of equipment such as smaller bulldozers when possible.</li> </ul> |                                     |
| A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. | Potentially Significant        | Mitigation Measures 4.4-1 through 4.4-4 shall be implemented.   | Class II, Significant but Mitigable |

| Impact  | Significance Before Mitigation |       | Mitigation Measure  | Residual Impact                     |
|---|--------------------------------|-------|---|-------------------------------------|
| <b>Noise (continued)</b>  |                                |       |   |                                     |
| A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. | Potentially Significant        | 4.4-6 | Demolition and construction activity for site preparation and for future development within the proposed Specific Plan area shall be limited to the hours between 7:00 AM and 7:00 PM per the City of Thousand Oaks General Plan and Municipal Code. Non-noise generating activities such as exterior and interior building painting are not subject to these restrictions.   | Class II, Significant but Mitigable |
|   |                                | 4.4-7 | <p>All demolition and construction activities shall employ the following measures as determined to be applicable and feasible to reduce the impact of construction noise:</p> <ul style="list-style-type: none"> <li>• Ensure that construction equipment is properly muffled according to industry standards and in good working condition;</li> <li>• Place noise-generating construction equipment and locate construction staging areas away from on-site and off-site sensitive uses, where feasible;</li> <li>• Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources;</li> <li>• Use electric air compressors and similar power tools rather than diesel equipment, when and where feasible;</li> <li>• Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes; and</li> </ul> |                                     |

| Impact            | Significance Before Mitigation | Mitigation Measure | Residual Impact |
|-------------------|--------------------------------|--------------------|-----------------|
| Noise (continued) |                                |                    |                 |

## 4.4-7 (continued)

- Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City of Thousand Oaks or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. Contract specifications shall be included in each individual project's construction documents, which shall be reviewed by the City of Thousand Oaks prior to issuance of grading permits for individual projects within the proposed Specific Plan area.

| Impact  | Significance Before Mitigation |       | Mitigation Measure  | Residual Impact                     |
|---|--------------------------------|-------|---|-------------------------------------|
| <b>Biological Resources</b>   |                                |       |   |                                     |
| Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service. | Potentially Significant        | 4.5-1 | Prior to approval of any development entitlements within the coastal sage scrub area located south of Erbes Road, surveys shall be conducted to determine the potential for occurrence of any of the species described in <b>Appendix 4.5</b> as having potential to occur within the Specific Plan area. If it is determined that special-status species may be present within the coastal sage scrub area, a strategy for relocation, avoidance, or restoration of the affected populations or individuals must be developed and followed, as determined to be appropriate by the permitting authority.   | Class II, Significant but Mitigable |
|   |                                | 4.5-2 | Prior to approval of any development entitlements within the Specific Plan area, surveys shall be conducted to determine the potential for occurrence of nesting birds. Active nests of native bird species are protected by the Migratory Bird Treaty Act (16 U.S.C. 704) and the California Fish and Game Code (Section 3503). If activities associated with construction or grading are planned during the bird nesting/breeding season, generally January through March for early nesting birds, and from mid-March through September for most bird species, the applicant shall have a qualified biologist conduct surveys for active nests. To determine the presence/absence of active nests, pre-construction nesting bird surveys shall be conducted weekly beginning 30 days prior to initiation of ground-disturbing activities, with the last survey conducted no more than three days prior to the start of clearance/construction work. If ground-disturbing activities are delayed, additional pre-construction surveys shall be conducted so that no more than three days have elapsed between the survey and ground-disturbing activities. |                                     |

| Impact   | Significance Before Mitigation | Mitigation Measure   | Residual Impact                     |
|--|--------------------------------|--|-------------------------------------|
| <b>Biological Resources (continued)</b>  |                                |  |                                     |
|  |                                | <b>4.5-3</b> If construction activity has the potential to impact bat roosting habitat, pre-construction surveys for bat roosts shall be conducted prior to the commencement of any construction activity.   |                                     |
| Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. | Less than Significant          | No mitigation measures are required.   | Class III, Less than Significant    |
| Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.   | Potentially Significant        | <b>4.5-4</b> The Specific Plan should be revised to delete the proposed exception to the existing Oak Tree Preservation Ordinance and thus the Specific Plan area would be subject to the same oak tree protections as the rest of the City.   | Class II, Significant but Mitigable |
|  |                                | <b>4.5-5</b> Development projects within the Specific Plan area shall comply with City standards for protection of oak trees, and replacement where removal is allowed as set forth in the Thousand Oaks Oak Tree Preservation and Protection Guidelines (Resolution 2010-014). In most cases, this Resolution requires that each oak tree of protected size approved for removal be replaced by two 24-inch boxed specimens and one 36-inch boxed specimen. |                                     |

| Impact  | Significance Before Mitigation |       | Mitigation Measure   | Residual Impact                     |
|---|--------------------------------|-------|--|-------------------------------------|
| <b>Cultural Resources</b>   |                                |       |  |                                     |
| Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.    | Less than Significant          |       | No mitigation measures are required.   | Class III, Less than Significant    |
| Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5. | Potentially Significant        | 4.6-1 | If archaeological resources are uncovered on the project site during excavation, the developer must notify the City of Thousand Oaks immediately and work must stop within a 100-foot radius until a qualified archeologist (one who meets the Secretary of the Interior's guidelines) has evaluated the find. Construction activity may continue unimpeded on other portions of the project site. If the find is determined by the qualified archeologist to be a unique archeological resource, as defined by Section 2103.2 of the Public Resources Code, the site shall be treated in accordance with the provisions of Section 21083.2 of the Public Resources Code. If the find is determined not to be a unique archeological resource, no further action is necessary and construction may continue. | Class II, Significant but Mitigable |
| Directly or indirectly, destroy a unique paleontological resource or site or unique geologic feature.             | Potentially Significant        | 4.6-2 | In the event that previously unknown paleontological resources are encountered during excavation and/or construction activities, the City of Thousand Oaks shall be notified immediately and work within 100 feet of the find shall stop to allow a certified paleontologist to evaluate and appropriately remove the find for preservation, identification, analysis and the eventual storage of paleontological resources found during excavation and/or construction activities.  | Class II, Significant but Mitigable |



| Impact  | Significance Before Mitigation |              | Mitigation Measure  | Residual Impact                     |
|---|--------------------------------|--------------|---|-------------------------------------|
| <b>Cultural Resources (continued)</b>   |                                |              |   |                                     |
| Disturb any human remains, including those interred outside of formal cemeteries.   | Potentially Significant        | <b>4.6-3</b> | If potential human remains are encountered during ground-disturbing activities, all work shall halt, and the Ventura County Coroner's Office shall be notified, as prescribed in Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5. If the Coroner determines that the remains are of Native American origin, the Coroner shall proceed as directed in Section 15064.5(e) of the <i>State CEQA Guidelines</i> . The City of Thousand Oaks shall follow all guidelines outlined in Public Resources Code Section 5097.98 and Section 5097.94(k). | Class II, Significant but Mitigable |
| <b>Water Supply</b>   |                                |              |   |                                     |
| Have sufficient water supplies available to serve the project from existing entitlements and resources, or need new or expanded entitlements.   | Potentially Significant        | <b>4.7-1</b> | Individual future development projects within the Thousand Oaks Boulevard Specific Plan area shall comply with water conservation measures to reduce water demand adopted by the City within its water service area or Citywide.  | Class II, Significant but Mitigable |
| Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. | Potentially Significant        | <b>4.7-2</b> | Future applications for development projects shall be reviewed by the City Public Works Department to determine if there is adequate fire flow, adequate water pressure and adequate water capacity available in the existing water distribution system. The Public Works Department shall approve such analysis. If fire flow, water pressure and water capacity are determined to be inadequate, the applicant shall design and construct their fair share of improvements for the project.   | Class II, Significant but Mitigable |

| Impact  | Significance Before Mitigation | Mitigation Measure                   | Residual Impact            |
|---|--------------------------------|--------------------------------------|----------------------------|
| <b>Solid Waste</b>  |                                |                                      |                            |
| Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.   | Less than Significant          | No mitigation measures are required. | Class III, Not Significant |
| Operation of future development that may result from the adoption of the proposed Specific Plan would not result in solid waste levels exceeding available disposal capacity.   | Less than Significant          | No mitigation measures are required. | Class III, Not Significant |
| Comply with federal, state, and local statutes and regulations related to solid waste.  | Less than Significant          | No mitigation measures are required. | Class III, Not Significant |
| <b>Public Services – Fire</b>   |                                |                                      |                            |
| Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. | Less than Significant          | No mitigation measures are required. | Class III, Not Significant |

| Impact   | Significance Before Mitigation | Mitigation Measure                   | Residual Impact            |
|--|--------------------------------|--------------------------------------|----------------------------|
| <b>Public Services – Police</b>  |                                |                                      |                            |
| Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection.  | Less than Significant          | No mitigation measures are required. | Class III, Not Significant |
| <b>Public Services – Schools</b>   |                                |                                      |                            |
| Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for education services. | Less than Significant          | No mitigation measures are required. | Class III, Not Significant |

| Impact  | Significance Before Mitigation | Mitigation Measure                   | Residual Impact            |
|---|--------------------------------|--------------------------------------|----------------------------|
| <b>Public Services – Parks and Recreation</b>   |                                |                                      |                            |
| Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks. | Less than Significant          | No mitigation measures are required. | Class III, Not Significant |
| Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.   | Less than Significant          | No mitigation measures are required. | Class III, Not Significant |
| Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.   | Less than Significant          | No mitigation measures are required. | Class III, Not Significant |
| <b>Public Services – Sewer</b>  |                                |                                      |                            |
| Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.   | Less than Significant          | No mitigation measures are required. | Class III, Not Significant |

| Impact  | Significance Before Mitigation | Mitigation Measure                   | Residual Impact            |
|---|--------------------------------|--------------------------------------|----------------------------|
| <b>Public Services – Sewer (continued)</b>  |                                |                                      |                            |
| Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.  | Less than Significant          | No mitigation measures are required. | Class III, Not Significant |
| Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.  | Less than Significant          | No mitigation measures are required. | Class III, Not Significant |
| <b>Public Services – Electrical and Natural Gas Services</b>  |                                |                                      |                            |
| The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project's life cycle including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed. | Less than Significant          | No mitigation measures are required. | Class III, Not Significant |
| The effects of the project on local and regional energy supplies and on requirements for additional capacity  | Less than Significant          | No mitigation measures are required. | Class III, Not Significant |
| The effects of the project on peak and base period demands for electricity and other forms of energy  | Less than Significant          | No mitigation measures are required. | Class III, Not Significant |
| The degree to which the project complies with the existing energy standards   | Less than Significant          | No mitigation measures are required. | Class III, Not Significant |
| The effects of the project on energy resources  | Less than Significant          | No mitigation measures are required. | Class III, Not Significant |

| Impact   | Significance Before Mitigation | Mitigation Measure   | Residual Impact                     |
|--|--------------------------------|--|-------------------------------------|
| <b>Public Services – Electrical and Natural Gas Services (continued)</b>   |                                |  |                                     |
| The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.   | Less than Significant          | No mitigation measures are required.   | Class III, Not Significant          |
| <b>Hazards and Hazardous Materials</b>   |                                |  |                                     |
| Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.   | Less than Significant          | No mitigation measures are required.   | Class III, Not Significant          |
| Future development that may result from the adoption of the proposed Specific Plan could result in the release of hazardous materials into the environment due to the presence of contaminated soil or groundwater as a result of leaking underground storage tanks. However, implementation of proposed mitigation would ensure that implementation of the proposed Specific Plan would not cause an adverse effect on the environment. | Potentially Significant        | <b>4.10-1</b> If during the development of individual projects, contaminated soil, and/or groundwater is encountered during the removal of on-site debris or during excavation and/or grading both on and off site, the construction contractors shall stop work and immediately inform the City of Thousand Oaks. An environmental hazardous materials professional shall be contracted to conduct an on-site assessment. If the materials are determined to pose a risk to the public or construction workers, the construction contractor shall prepare and submit a remediation plan to the appropriate agency and comply with all federal, state, and local laws. Soil remediation methods could include excavation and on-site treatment, excavation and off-site treatment or disposal, and/or treatment without excavation. Remediation alternatives for cleanup of contaminated groundwater could include in-situ treatment, extraction and on-site treatment, or extraction and off-site treatment and/or disposal. Construction plans shall be modified or postponed to ensure construction will not inhibit remediation activities and will not expose the public or construction workers to hazardous conditions. | Class II, Significant but Mitigable |

| Impact   | Significance Before Mitigation | Mitigation Measure  | Residual Impact                     |
|--|--------------------------------|---|-------------------------------------|
| <b>Hazards and Hazardous Materials (continued)</b>   |                                |   |                                     |
| Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.  | Less than Significant          | No mitigation measures are required.  | Class III, Not Significant          |
| Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment. | Less than Significant          | No mitigation measures are required.  | Class III, Not Significant          |
| Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.   | Less than Significant          | No mitigation measures are required.  | Class III, Not Significant          |
| <b>Aesthetics</b>  |                                |   |                                     |
| Have a substantial adverse effect on a scenic vista.   | Potentially Significant        | <b>4.11-1</b> Individual development projects within the Specific Plan area for which building heights of 55 feet or taller are proposed shall be evaluated on a case-by-case basis to determine potential significant impact on scenic vistas, as viewed from the 101 Freeway, and may be redesigned to avoid such impact, if determined necessary by the City.  | Class II, Significant but Mitigable |
| Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state or local scenic highway corridor.  | Potentially Significant        | <b>4.11-2</b> Development projects within the Specific Plan area shall comply with City standards for protection of oak trees, and replacement where removal is allowed as set forth in the Thousand Oaks Oak Tree Preservation and Protection Guidelines (Resolution 2010-014). In most cases, this Resolution requires that each oak tree of protected size approved for removal be replaced by two 24 inch boxed specimens and one 36 inch boxed specimen. | Class II, Significant but Mitigable |

| Impact  | Significance Before Mitigation | Mitigation Measure   | Residual Impact                     |
|---|--------------------------------|--|-------------------------------------|
| <b>Aesthetics (continued)</b>   |                                |  |                                     |
| Substantially degrade the existing visual character or quality of the study area and its surroundings.  | Less than Significant          | No mitigation measures are required.   | Class III, Less than Significant    |
| Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.  | Less than Significant          | No mitigation measures are required.   | Class III, Less than Significant    |
| Future development that may result from the adoption of the proposed Specific Plan could create a new source of substantial glare which could adversely affect daytime views in the area. | Potentially Significant        | <b>4.11-3</b> Chapter 4D of the Specific Plan (Supplemental Design Guidelines) text shall be modified to add the following subsection 1(q): "Reflective or glare-producing materials in structures, facilities, and infrastructure is prohibited, and the use of landscaping and other design features to minimize the potential for glare is encouraged." | Class II, Significant but Mitigable |
| <b>Geology and Soils</b>  |                                |  |                                     |
| Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake fault.                     | Less than Significant          | No mitigation measures are required.   | Class III, Less than Significant    |
| Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.                               | Less than Significant          | No mitigation measures are required.   | Class III, Less than Significant    |
| Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.      | Less than Significant          | No mitigation measures are required.   | Class III, Less than Significant    |



| Impact  | Significance Before Mitigation | Mitigation Measure                   | Residual Impact                  |
|---|--------------------------------|--------------------------------------|----------------------------------|
| <b>Geology and Soils (continued)</b>  |                                |                                      |                                  |
| Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.  | Less than Significant          | No mitigation measures are required. | Class III, Less than Significant |
| Result in substantial soil erosion or the loss of topsoil.  | Less than Significant          | No mitigation measures are required. | Class III, Less than Significant |
| Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.   | Less than Significant          | No mitigation measures are required. | Class III, Less than Significant |
| Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life and property.  | Less than Significant          | No mitigation measures are required. | Class III, Less than Significant |
| <b>Hydrology and Water Quality</b>  |                                |                                      |                                  |
| Violate any water quality standards or waste discharge requirements.  | Less than Significant          | No mitigation measures are required. | Class III, Less than Significant |
| Otherwise substantially degrade water quality.  | Less than Significant          | No mitigation measures are required. | Class III, Less than Significant |
| Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted). | Less than Significant          | No mitigation measures are required. | Class III, Less than Significant |

| Impact  | Significance Before Mitigation | Mitigation Measure                   | Residual Impact                  |
|---|--------------------------------|--------------------------------------|----------------------------------|
| <b>Hydrology and Water Quality (continued)</b>  |                                |                                      |                                  |
| Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site.  | Less than Significant          | No mitigation measures are required. | Class III, Less than Significant |
| Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site. | Less than Significant          | No mitigation measures are required. | Class III, Less than Significant |
| Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.  | Less than Significant          | No mitigation measures are required. | Class III, Less than Significant |
| Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.   | Less than Significant          | No mitigation measures are required. | Class III, Less than Significant |
| Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.   | Less than Significant          | No mitigation measures are required. | Class III, Less than Significant |

| Impact   | Significance Before Mitigation | Mitigation Measure                   | Residual Impact                  |
|--|--------------------------------|--------------------------------------|----------------------------------|
| <b>Hydrology and Water Quality (continued)</b>   |                                |                                      |                                  |
| Place within a 100-year flood hazard area structures which would impede or redirect flood flows. | Less than Significant          | No mitigation measures are required. | Class III, Less than Significant |

## ALTERNATIVES ANALYSIS

*State CEQA Guidelines* Section 15126.6(e)(2) requires an EIR to identify an environmentally superior alternative among those evaluated in an EIR. Of the alternatives considered in this section, the No Project Alternative is environmentally superior to the other alternatives, because this alternative would avoid a significant and unavoidable project and cumulative traffic impact identified for the proposed Specific Plan. According to *State CEQA Guidelines* if the No Project Alternative is identified as the environmentally superior alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. Of the other alternatives considered, Alternative 3 – Reduced Development Intensity, is considered environmentally superior, as it would lessen the significant impacts identified for the proposed Specific Plan to the greatest degree. This alternative would not, however, fully avoid these significant impacts. In addition, Alternative 3 would meet most of the objectives of the proposed Specific Plan.

Alternative 2 – Downtown Focused Specific Plan, would also lessen but not avoid the significant impacts identified for the proposed Specific Plan, but to a lesser extent than Alternative 3. Alternative 2 would also meet all of the objectives of the proposed Specific Plan, perhaps meeting some to a greater degree by concentrating the bulk of the allowable increased development potential in a smaller area along Thousand Oaks Boulevard between the SR-23 freeway and Hampshire Road.

**Table 2.0-3, Summary Comparison of Alternatives**, presents a comparison of the impacts of the Alternatives to the impacts of the proposed project.

**Table 2.0-3  
Summary Comparison of Alternatives**

| <b>Environmental Issue</b>                               | <b>Proposed Project Impact<br/>(After Mitigation)</b> | <b>Alternative 1</b> | <b>Alternative 2:</b>                     | <b>Alternative 3:</b>                    |
|--|---|----------------------|---|--|
|  |   | <b>No Project</b>    | <b>Downtown Focused<br/>Specific Plan</b> | <b>Reduced Development<br/>Intensity</b> |
| Aesthetics   | Class II/III  | Similar              | Similar                                   | Less than                                |
| Air Quality  | Class I/II/III  | Less than            | Less than                                 | Less than                                |
| Biological Resources                                     | Class II/III  | Similar              | Similar                                   | Similar                                  |
| Cultural Resources                                       | Class II/III  | Similar              | Similar                                   | Similar                                  |
| Geology and Soils  | Class III   | Similar              | Similar                                   | Similar                                  |
| Hazards and Hazardous Materials                          | Class II/III  | Similar              | Similar                                   | Similar                                  |
| Hydrology and Water Quality                              | Class III   | Similar              | Similar                                   | Similar                                  |
| Land Use   | Class II/III  | Similar              | Similar                                   | Similar                                  |
| Noise  | Class II  | Less than            | Less than                                 | Less than                                |
| Public Services – Fire                                   | Class III   | Similar              | Similar                                   | Similar                                  |
| Public Services – Police                                 | Class III   | Similar              | Similar                                   | Similar                                  |
| Public Services – Schools                                | Class III   | Similar              | Similar                                   | Similar                                  |
| Public Services – Parks and Recreations                  | Class III   | Similar              | Similar                                   | Similar                                  |
| Public Services – Electrical and Natural<br>Gas Services | Class III   | Similar              | Similar                                   | Similar                                  |
| Public Services – Sewer                                  | Class III   | Similar              | Similar                                   | Similar                                  |
| Traffic and Circulation                                  | Class I/II/III  | Less than            | Less than                                 | Less than                                |
| Water Supply   | Class II  | Similar              | Similar                                   | Similar                                  |
| Solid Waste  | Class III   | Similar              | Similar                                   | Similar                                  |

## 3.0 PROJECT DESCRIPTION

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### INTRODUCTION

*The purpose of the project description is to describe the project in a meaningful way to the public, reviewing agencies, and decision makers. The California Environmental Quality Act (CEQA) Guidelines require that a project description include the following items: (1) a description of the location of a project; (2) a statement of project objectives; (3) a general description of the characteristics of the project; and (4) a statement describing the intended uses of the environmental impact report (EIR). The State CEQA Guidelines state that the project description need not be exhaustive, but it should provide the level of detail needed for the evaluation and review of potential environmental impacts.*

*The project description is the starting point for all environmental analysis required by CEQA. Section 15146 of the State CEQA Guidelines requires that the level of detail of analysis in an EIR correspond to the level of detail of about the project being evaluated. The following project description serves as the basis for the technical analysis contained in this draft EIR.*

### PROJECT LOCATION

The proposed Thousand Oaks Boulevard Specific Plan area comprises approximately 345 gross acres of land (including adjacent freeway to centerline, and street right-of-way within Specific Plan area) within the central commercial corridor of the City of Thousand Oaks. **Figure 3.0-1, Regional Location Map**, shows the location of the proposed Specific Plan area within the City of Thousand Oaks, located in southeastern Ventura County. **Figure 3.0-2, Specific Plan Boundary**, shows the location of the Specific Plan area within the local context. As shown, the Specific Plan area is linear in form, and extends along Thousand Oaks Boulevard and nearby properties roughly from Moorpark Road in the west to Duesenburg Drive in the east, a distance of about 3 miles. **Figure 3.0-3, Aerial Photograph**, shows the Specific Plan area and the immediate vicinity.

Regional access to the Specific Plan area is provided by U.S. Highway 101 and State Route (SR) 23. Highway 101 is located adjacent to and roughly parallels Thousand Oaks Boulevard and access from Highway 101 to the Specific Plan area is provided by interchanges at Moorpark Road, Rancho Road, and Hampshire Road. SR-23 bisects the Specific Plan area, and provides access to Thousand Oaks Boulevard from the southbound lanes.

Local access to Thousand Oaks Boulevard and the Specific Plan area is provided by Moorpark Road, Hodencamp Road, Rancho Road, Erbes Road, Conejo School Road, Hampshire Road, Skyline Drive, and Duesenberg Drive.

## BACKGROUND

Over the past 20 years, there have been numerous studies and planning efforts related to Thousand Oaks Boulevard involving local citizens, the business community, and various community organizations.

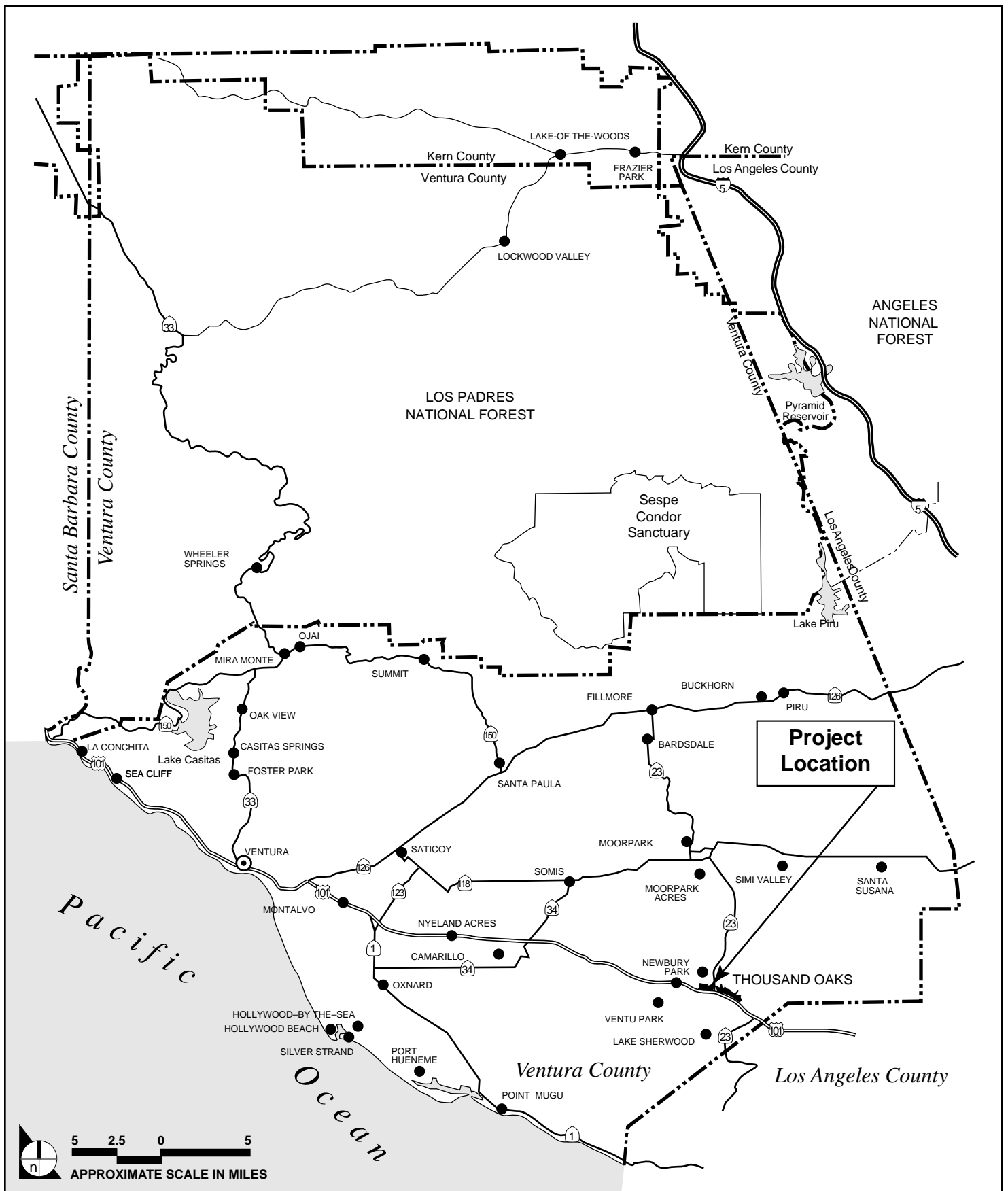
In 2005, the owners of property along Thousand Oaks Boulevard between Moorpark Road and Duesenberg Drive voted to establish the Thousand Oaks Boulevard Business Improvement District (BID). The property owners within the District, including the City of Thousand Oaks and its Redevelopment Agency, are assessed for the purpose of providing revenue to support the activities of the BID. The City Council approved a management contract with the Thousand Oaks Boulevard Association (TOBA), which is an organization of property owners along Thousand Oaks Boulevard, to administer the BID. To date, the principal activity of the BID has been to develop recommended long-range land use planning and design proposals for the District, which have been expressed in the draft Thousand Oaks Boulevard Specific Plan, evaluated in this EIR.

TOBA's first step in preparing the proposed Specific Plan was to develop a "Long Range Vision" statement reflecting the purposes and objectives of the plan. TOBA submitted this Vision Statement for City review and in late 2006, the City Council voted unanimously to endorse it. Shortly thereafter, TOBA contracted with the consulting firm, RRM Design Group, to prepare the property owners' proposed Specific Plan, consistent with that Vision Statement.

The draft Specific Plan was submitted to the City for its consideration and further processing in the spring of 2009, and on May 5, 2009, the City Council authorized staff to commence the environmental review process. City staff determined that an environmental impact report should be prepared, and then proceeded to select and retain environmental and traffic consultants. A public environmental Scoping process, including a Scoping meeting held by the City on March 31, 2010, was then conducted in order to solicit input as to the scope of the EIR, discuss the process, and answer questions.

## EXISTING CONDITIONS

The Specific Plan area is substantially developed, primarily with retail and some office commercial development, but also with a few residential properties, primarily along Greenwich Drive and Oakwood Drive. The Land Use Element of the City's General Plan designates most of the area as "commercial," and the zoning is primarily C-2 (Highway and Arterial Commercial), a general commercial zone.

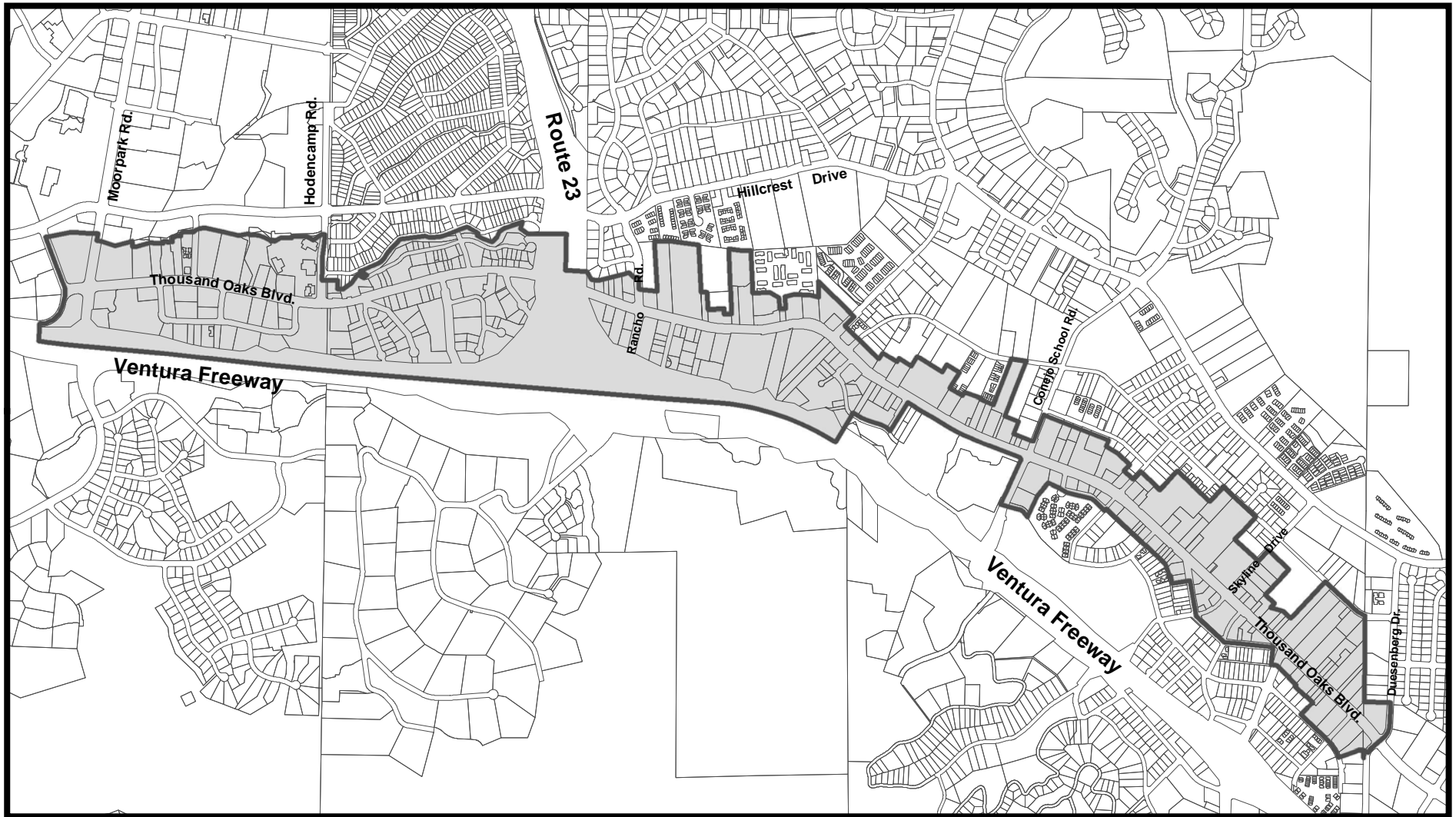


SOURCE: Impact Sciences, Inc. – March 2010

FIGURE 3.0-1

Regional Location Map





**Legend:**

 Project Boundary



1500 1250 0 1500

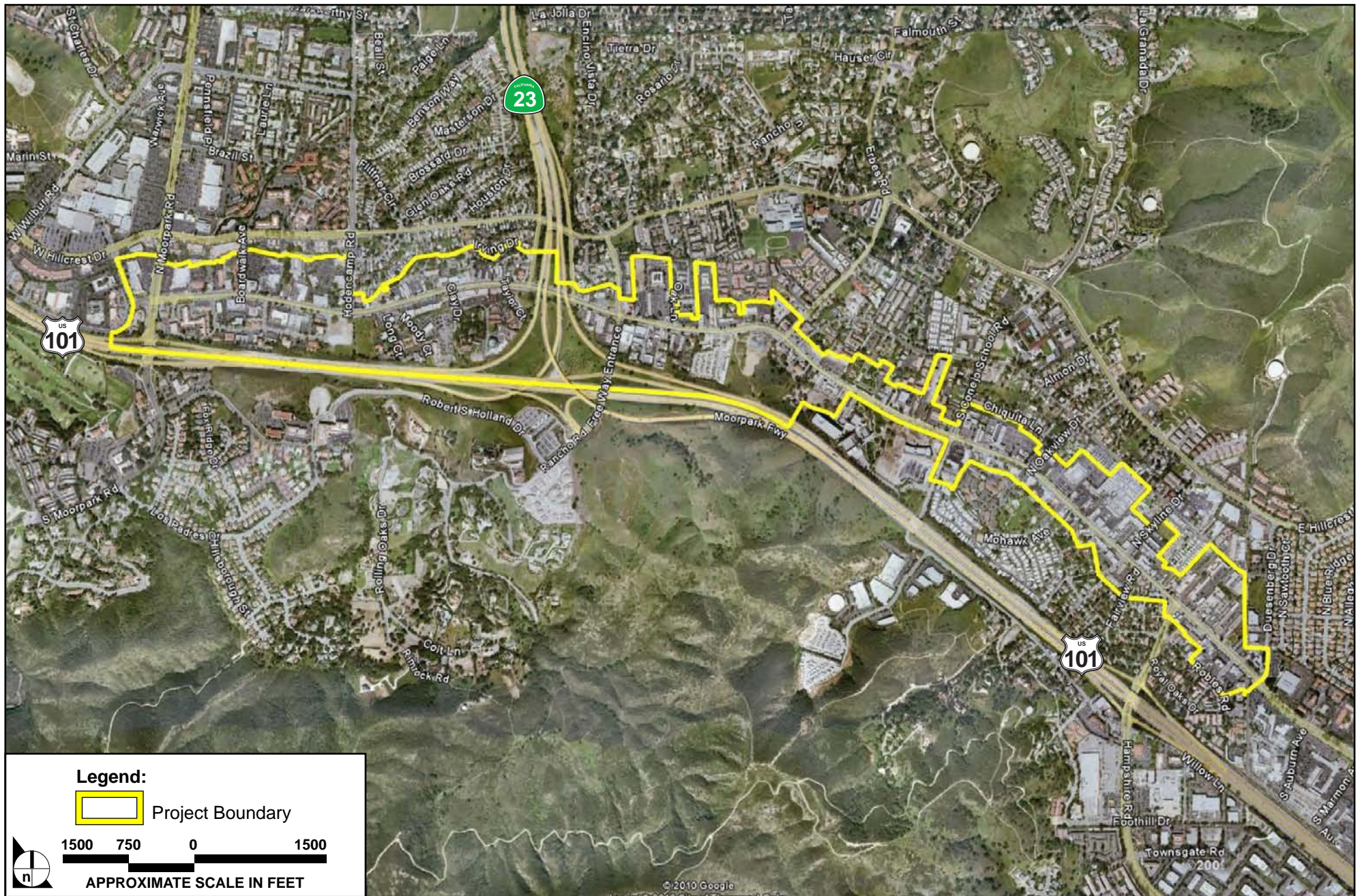
APPROXIMATE SCALE IN FEET

SOURCE: City of Thousand Oaks Community Development Department – May 2011

FIGURE **3.0-2**

Specific Plan Boundary





SOURCE: Google Earth – March 2005, Impact Sciences, Inc. – April 2010

FIGURE 3.0-3

Aerial Photograph



The Specific Plan area abuts, but does not include, the approximately 24-acre Civic Arts Plaza Specific Plan (Specific Plan 11), which comprises the City Hall/Kavli Theatre/Scherr Forum complex and the adjacent Lakes shopping center. That area is governed by its own land use controls as set out in that Specific Plan.

**Table 3.0-1, Existing Conditions – Specific Plan Area (2010)**, provides existing development and land use within the proposed Thousand Oaks Boulevard Specific Plan area.

**Table 3.0-1  
Existing Conditions – Specific Plan Area (2010)**

| <b>Land Use Type</b>       | <b>Existing Development (Sq. Ft. or DU)</b>  |
|----------------------------|--|
| Retail Commercial          | 1,136,000 sq. ft. floor area   |
| Office Commercial          | 631,000 sq. ft. floor area   |
| Industrial                 | 39,000 square feet floor area  |
| Public, Quasi-Public       | 12,000 sq. ft. floor area  |
| Residential Dwelling Units | 57 apartment units (Oak Creek Senior Villas)<br>18 single family homes             |
| Institutional              | 2 assisted living projects – Thousand Oaks Royale<br>and Renaissance at Grand Oaks |

*Source: City of Thousand Oaks, 2011*

The existing land use, General Plan, and zoning characteristics of the Specific Plan area are discussed in more detail in **Section 4.1, Land Use and Planning**.

## **SPECIFIC PLAN OVERVIEW**

The proposed project involves the adoption of a Specific Plan, and a conforming amendment to the City's General Plan Land Use Element, in order to guide future development and redevelopment within its boundaries. The specifics of that General Plan amendment are described in the **Section 4.1, Land Use and Planning**, of this EIR.

The primary focus of the proposed Specific Plan and the related General Plan amendment is Thousand Oaks Boulevard itself, and the appropriate land use and design for properties that front it. However, related properties and those nearby properties, which should be planned in the context of planning for the Boulevard, have also been incorporated in the Specific Plan area, through consultation between staff and TOBA.

Specifically, the proposed Specific Plan would regulate the type and mix of land uses, building heights, setbacks and parking requirements allowed within the Specific Plan area. The proposed Specific Plan also has a significant streetscape enhancement program, discusses infrastructure requirements, and proposes a program whereby a variety of incentives can be made available to developers who provide additional amenities or desired planning elements, such as lot consolidation.

## SPECIFIC PLAN OBJECTIVES

Section 15124(b) of the *State CEQA Guidelines* requires that the project description in an EIR include “a statement of the objectives sought by the applicant,” which should include “the underlying purpose of the project.”

The Long Range Vision Statement for Thousand Oaks Boulevard recognized that the Boulevard has “unique characteristics and presents an opportunity warranting separate development policies to create an economically viable, pedestrian friendly downtown core for the community.” The following project objectives are based on the long range Vision Statement adopted by the City Council in November 2006:

- Improve Thousand Oaks Boulevard parking and provide more pedestrian crosswalks.
- Encourage the creation of plazas, public art, and open spaces that are linked to the public sidewalk system.
- Implement traffic calming devices and programs.
- Maintain and/or provide left-turn access for businesses on Thousand Oaks Boulevard.
- Modify current regulations from rigid, limit-based controls to incentive-based flexible controls.
- Allow flexible building heights at locations where the height does not create negative impacts to existing residential properties and helps implement and articulate the long-term vision of Thousand Oaks Boulevard.
- Revise building setback requirements to promote and encourage sensible street fronting commercial activities.
- Encourage parking lots in the rear portion of properties where appropriate.
- Encourage and support pedestrian activities adjacent to the street.
- In compliance with Measure E and state law, allow mixed residential and commercial land uses where good planning dictates.

- In compliance with Measure E and state law, allow higher density residential land uses at certain locations along Thousand Oaks Boulevard with incentives for low to moderate income families, with a priority for City employees, teachers, police officers, service sector workers, nurses, health care workers, etc.
- Facilitate and provide an expedited process for the consolidation of properties along Thousand Oaks Boulevard.
- Encourage and support coordinated development along Thousand Oaks Boulevard where appropriate.
- Establish a streamlined permit process for properties within the Thousand Oaks Boulevard Redevelopment project area.
- Encourage outdoor eating and minimize, or significantly reduce, parking requirements for this type of activity.
- Create shared public parking lots, structures, or other creative parking alternatives that can be used by other properties.
- Utilize portions of public streets for the creation of diagonal on-street parking where appropriate.
- Contribute to a parking fund in return for reduced parking requirements, including potential use of “in-lieu” fees.
- Encourage shared parking agreements and/or City parking lots/reciprocal easements.

## **SPECIFIC PLAN COMPONENTS**

This sub-section provides a more detailed description of the various topic areas addressed by the proposed Specific Plan.

### **Land Use**

The land use chapter of the Specific Plan provides land uses and development standards, along with design guidelines, to steer future development of the Specific Plan area and reinforce the desired vision for the corridor. The standards and guidelines are also intended to improve the overall aesthetic appearance and serve as an incentive for private reinvestment along the Boulevard.

#### ***Land Uses***

The proposed Specific Plan identifies uses that are allowed by right, uses that are allowed with additional review and special use permits, and incompatible uses that are prohibited. In general, all shops, stores, retail businesses, banks and similar financial businesses, barbershops, beauty salons, bakeries, cafes, eating establishments and restaurants listed as permitted uses in the C-1 (Neighborhood Shopping

Center) zone or in the C-2 (Highway and Arterial Commercial) zone are permitted uses in the Specific Plan area. Regulated uses are uses that are allowed with certain restrictions, as set forth in the proposed Specific Plan. Regulated uses may also require a discretionary permit – such as a development permit or special use permit – and include such uses as mini-storage, service stations, automobile repair, and those restaurant or cafes that serve alcoholic beverages, have dancing, or live entertainment. Prohibited land uses include those land uses that would not promote a mixed-use pedestrian environment. Examples of prohibited land uses include agricultural and industrial uses.

### ***Development Standards***

Development standards listed in the land use section of the proposed Specific Plan would apply to all properties in the Specific Plan area. A property may also be required to adhere to additional special standards that apply to development that has street frontage along Thousand Oaks Boulevard, is adjacent to residential development, or contains mixed-use development. Development standards regulate the following:

- Building Setbacks
- Building Height
- Building Form
- Landscaping
- Public Exterior Space (Commercial and Mixed-Use Projects)
- Off-Street Parking
- Outdoor Dining
- Signs
- Screening Fences and Walls
- Residential Projects

Special standards for development that has street frontage along Thousand Oaks Boulevard include additional setback and sidewalk dedication requirements, a minimum height requirement, building form requirements governing such items as the minimum amount of retail along the street front, storefront window requirements, and the use of design elements to animate and enliven the streetscape. Other standards that apply to development along Thousand Oaks Boulevard include requirements for pedestrian connections, vehicle access, parking, and public art.

Special standards for development adjacent to residential development include setback and building height requirements that require a series of graduated setbacks and building heights to produce a development that is sensitive to adjacent residential development. For example, a minimum 20-foot side- and rear-yard setback is required where development abuts a residential zone and the building height is limited to 25 feet. At 30 feet from the property line, the building height may increase to 45 feet while at 50 feet the building height may increase to 55 feet. Other standards that apply to development adjacent to residential development include special lighting standards and performance standards.

Special standards for mixed-use development include circulation and parking standards that provide access without overemphasizing the role of the automobile, standards to ensure compatibility between existing uses and mixed uses, special lighting standards and performance standards. In addition, standards are included to address unique design challenges specific to mixed-use projects, such as the need to balance the needs of residential uses with the needs of commercial uses. For example, maintaining the consistency of architectural style and quality of materials throughout the development, balancing the light requirement of both residential and commercial uses, and the screening of noise generating equipment.

### ***Supplemental Design Guidelines***

The land use section also provides design guidelines to supplement the existing City of Thousand Oaks Architectural Design Review Guidelines for Commercial Projects. The supplemental design guidelines address building form, public exterior spaces, Thousand Oaks Boulevard pedestrian connections, and stand-alone multi-family residential development to include standards for site planning, building form, and massing, articulation, materials, windows, doors, and entries, roof forms, garages and ancillary structures, and utilities.

### **Circulation and Streetscapes**

The circulation and streetscapes chapter of the proposed Specific Plan addresses vehicular, bicycle, pedestrian and transit circulation elements and discusses pedestrian improvements to the public right-of-way, sidewalks, and public open spaces. The intent of this chapter is to provide guidance for planning and designing Thousand Oaks Boulevard in order to create a smooth flowing traffic system for all modes of travel with a unified and visually attractive streetscape environment.

## ***Circulation***

### **Vehicular Circulation**

Thousand Oaks Boulevard under the proposed Specific Plan will continue to be a four-lane road with a center turn lane throughout the Specific Plan area except for the segment between Erbes Road and Conejo School Road where a landscaped median will be provided. The proposed Specific Plan recommends creating distinct roadway design features at intervals along the Boulevard to create points of interest and contribute to lower traffic speeds along the corridor. The distinctive features will include a special street design and Civic Arts Plaza Streetscape treatment near the newer development around the Civic Arts Plaza between Erbes Road and Conejo School Road, and Enhanced Pedestrian Nodes at several intersections to provide further interest and pedestrian amenities at various locations throughout the corridor.

Additionally, existing lane widths along the Boulevard would be reduced 1 foot each to create two 11-foot travel lanes in each direction in an effort to slow vehicle speeds. The narrower lanes will also allow additional width for the introduction of bicycle lanes as recommended by the City of Thousand Oaks Bicycle Master Plan. The addition of a landscaped median between Erbes Road and Conejo School Road will also help to slow traffic speeds.

In some areas, Enhanced Pedestrian Nodes will be included at intersections to provide a pleasant and safe experience for pedestrians crossing the Boulevard. The nodes will include bulb-outs into the parallel parking lane to provide more room for pedestrian activity. Due to the reduced street width, in areas where Enhanced Pedestrian Nodes are present, U-turn movements will be restricted.

To ensure smooth traffic flow for the length of the corridor, traffic signals will be synchronized to reduce the frequency of traffic stops and to reduce air pollution impacts.

### **Parking**

Off-street parking requirements would be modified under the proposed Specific Plan. For residential units greater than or equal to 800 square feet, 1.5 spaces per dwelling unit plus one guest space per four dwelling units would be required. For residential units less than 800 square feet, one space per dwelling unit, plus one guest space per six dwelling units would be required. The City's current standards are related to the number of bedrooms. The proposed standards are comparable to or slightly less than current standards, depending upon unit size.



For all non-residential uses except restaurants, one space per 300 square feet of gross leasable floor area is required by the proposed Specific Plan. The City's current general retail standard is 1 space per 250 square feet; industrial and some retail uses have a lower standard.

For all restaurants, one space per 200 square feet of gross leasable floor area is required. This is significantly less than the City's current standard of 1 space per 45 square feet of customer area and 1 space per 250 square feet of other floor area.

On-street parking provides convenient access for patrons of adjacent businesses. The proposed Specific Plan recommends that on-street parking be retained.

### **Bicycle Facilities**

Currently, Thousand Oaks Boulevard is designated as a Class III bike route, where bike facilities are indicated with signs and street markings only. Bicyclists and motorists share the road. The City of Thousand Oaks Bicycle Master Plan recommends that the corridor be developed with Class II bike lanes, which are striped on-street bike lanes. Class II bike lanes give the bicyclist a designated area of the street that is separate from vehicular traffic. The proposed Specific Plan accommodates Class II bike lanes in the street design. The bike lanes would be placed between the outside vehicle lane and the on-street parking, where on-street parking exists.

### **Pedestrian Facilities**

The Thousand Oaks Boulevard corridor currently has concrete sidewalks on both sides of the street. Sidewalk width varies throughout the corridor; however, City standards require a minimum 10-foot sidewalk. Wider sidewalks create a more pedestrian-friendly environment. The development standards contained in the proposed Specific Plan require an additional minimum 5-foot sidewalk dedication adjacent to the existing 10-foot sidewalk, for a total minimum 15-foot sidewalk for the entire length of the Boulevard within the Specific Plan area, except for between Erbes Road and Conejo School Road, where an additional minimum 10-foot sidewalk dedication is required, for a total minimum 20-foot sidewalk.

In addition to the regular sidewalks, Enhanced Pedestrian Nodes consisting of sidewalk bulb-outs will provide additional pedestrian space along the Boulevard. The Enhanced Pedestrian Nodes would be placed at selected intersections and will reduce the crossing distance for the pedestrian. The change in streetscape will also tend to slow traffic and alert the driver to watch for pedestrians, thus making the crossing safer. The Enhanced Pedestrian Nodes will also include additional pedestrian amenities, such as benches and accent landscaping, and may be paired with transit stops. Unsignalized mid-block crossings are dangerous to pedestrians and will be removed from the Specific Plan area.

Pedestrian-friendly traffic control devices, such as push-button devices for walk signals and countdown timers that show how much time is left before the light changes, are recommended at all pedestrian crossings, whether at an enhanced pedestrian crossing or regular intersection. The proposed Specific Plan also recommends that all pedestrian crosswalks be striped or paved with specialty accent paving.

### **Transit**

Several bus routes serve the Thousand Oaks Boulevard corridor. Most bus stops provide benches or covered benches, though some stops are marked by signs only. To increase the attractiveness of bus stops to transit riders, covered bus shelters with benches are recommended at all bus stops. It is also recommended that other streetscape furnishings and amenities be appropriately clustered at the bus stop locations. Bus stops are also ideal locations to enhance the interface between pedestrians and the street and transit facilities.

### ***Streetscape Improvement Zones***

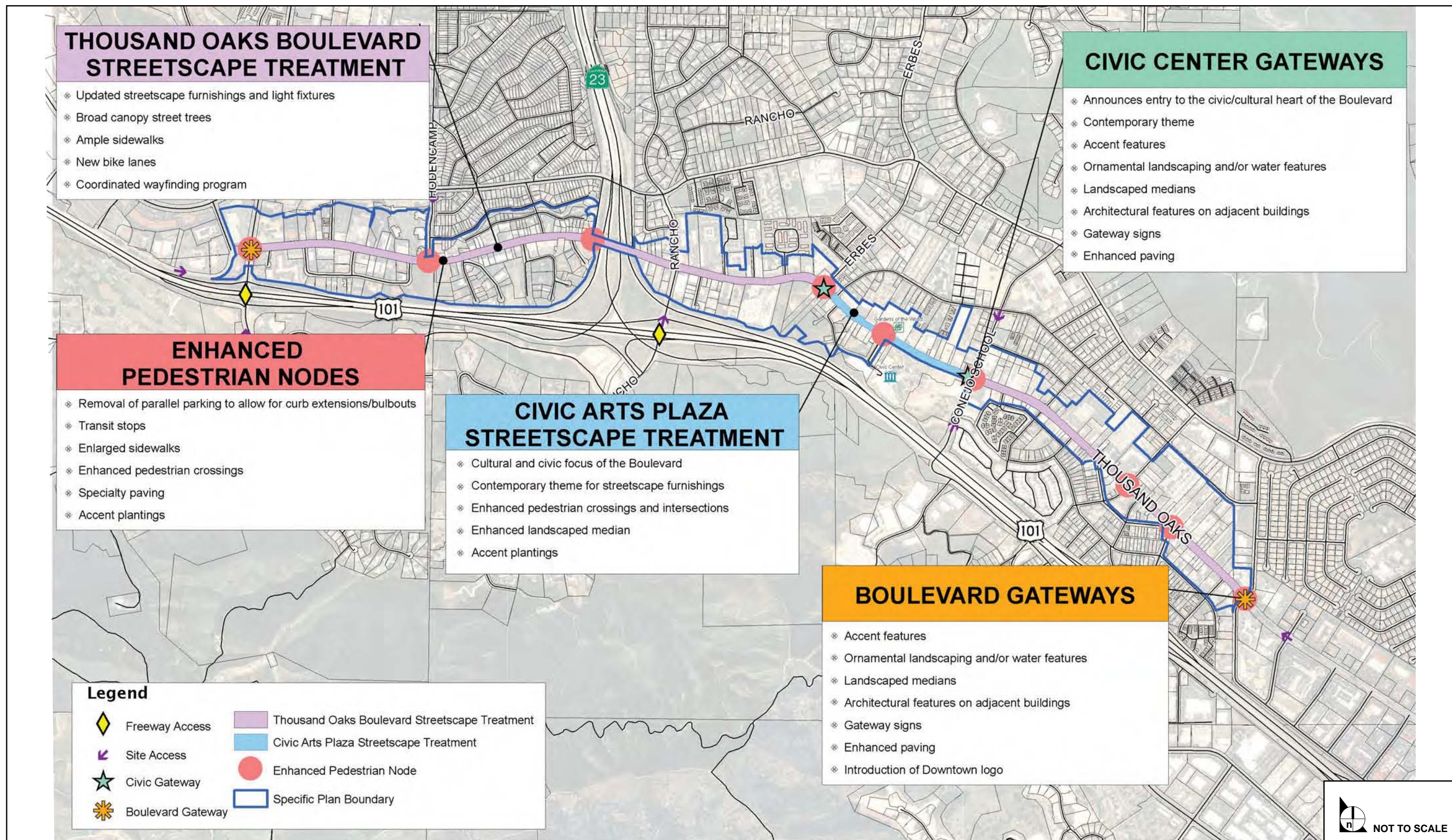
Streetscape improvements for Thousand Oaks Boulevard are divided into zones along the corridor. Most of the corridor is designated for the Thousand Oaks Boulevard Streetscape Treatment Zone. However, the area from Erbes Road to Conejo School Road is designated as the Civic Arts Plaza Streetscape Treatment Zone and will exhibit an enhanced streetscape treatment above the level expected in the Thousand Oaks Boulevard Streetscape Treatment Zone, due the area's central location along the Boulevard and the already enhanced character of the development as compared to the remainder of the corridor. Additionally, at selected points along the Boulevard, Enhanced Pedestrian Nodes will be provided at pedestrian crossings to cater especially to the needs and safety of the pedestrian user. An overview of the proposed streetscape improvements is illustrated in **Figure 3.0-4, Streetscape Treatment Map**.

#### **Thousand Oaks Boulevard Streetscape Treatment Zone**

The existing average right-of-way width for the length of Thousand Oaks Boulevard is 100 feet. The average sidewalk width is 10 feet, with the back of the sidewalk located at the right-of-way boundary. The recommended typical street section within the Thousand Oaks Boulevard Streetscape Treatment Zone will include the following:

- 11-foot travel lanes
- 4-foot bike lanes
- 8-foot parallel parking





SOURCE: rrm design group – April 2009

FIGURE 3.0-4

Streetscape Treatment Map



- 12-foot center turning lane
- 10-foot sidewalk with improvements, plus additional 5 foot sidewalk dedication
- Broad canopy street trees

**Figure 3.0-5, Thousand Oaks Boulevard Streetscape Treatment Zone Cross Section**, and **Figure 3.0-6, Thousand Oaks Boulevard Streetscape Treatment Zone Plan View**, visually depict these standards. In addition, landscape elements and street furnishings will be selected to unify the Boulevard. Landscape elements include street trees and accent trees while streetscape elements include lights, benches, trash receptacles, planters, bicycle racks, bollards, and tree grates.

### **Civic Arts Plaza Streetscape Treatment Zone**

The streetscape treatment selected for the Civic Arts Plaza Streetscape Treatment Zone builds on the enhancements that have occurred in this section of the Boulevard and to the Civic Arts Plaza. The changes in the streetscape treatment will highlight this area as distinct from the remainder of the Boulevard and will create a focal point for the entire corridor. The Civic Arts Plaza Streetscape Treatment Zone will consist of the following features:

- 8-foot parallel parking on both sides of the street
- 11-foot travel lanes
- 4-foot bike lanes
- 12-foot median, unless adjacent to a left turn lane where the median width will be 2 feet
- Enhance pedestrian crossings and intersection paving treatment
- Medium size street trees
- Accent trees in median and at intersections
- Additional plantings in median

**Figure 3.0-7, Civic Arts Plaza Streetscape Treatment Zone Cross Section**, and **Figure 3.0-8, Civic Arts Plaza Streetscape Treatment Zone Plan View**, visually depict these standards. In addition, landscape elements and street furnishings will be selected to distinguish the Civic Arts Plaza area from the rest of the Boulevard. Landscape elements include street trees, median trees and accent trees while streetscape elements include lights, benches, trash receptacles, planters, bicycle racks, bollards, and tree grates.

### Enhanced Pedestrian Zones

Enhanced Pedestrian Nodes are designated for key intersections along the Boulevard to provide opportunities for enhanced public transit stops, plazas, and increased pedestrian access. These sites are spaced intermittently along the corridor to create safer pedestrian crossings and a variety of interesting focal points along the length of the Boulevard. The location of these sites is depicted on **Figure 3.0-4**. The Enhanced Pedestrian Nodes will consist of the following improvements:

- 8-foot sidewalk bulb outs, with removal of on-street parallel parking
- Enhanced pedestrian crossings
- Specialty intersection paving treatments
- Additional street furnishings
- Creation of an enhanced plaza or entry on the street side of the potential redevelopment project
- Use of accent trees and other landscaped features

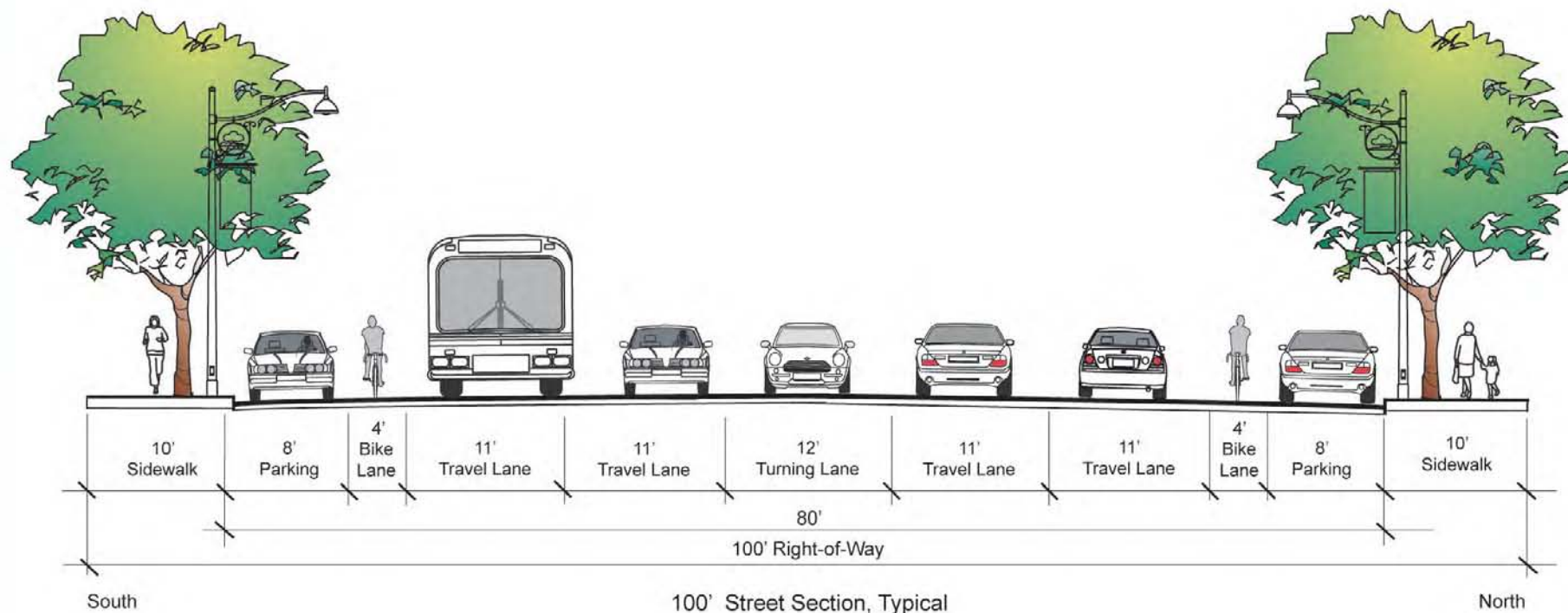
**Figure 3.0-9, Enhanced Pedestrian Node Cross Section**, and **Figure 3.0-10, Enhanced Pedestrian Node Plan View**, visually depict these improvements. Trees and other landscaping features, as well as street furnishings, will be consistent with the streetscape treatment zone in which the Enhanced Pedestrian Node is located. In addition to the street furnishings detailed in the previous sections, specialty paving will be applied in the Enhanced Pedestrian Nodes.

### *Public Signs and Gateways*

The proposed Specific Plan also encourages the development of a public sign system and the use of noticeable entry gateways. The public sign program will include a logo, directional signs, and street signs. The entry gateways will include gateways at the eastern and western ends of Thousand Oaks Boulevard and gateways at the entries into the Civic Arts Plaza.

### Infrastructure

This chapter of the proposed Specific plan addresses issues concerning water, wastewater, storm water drainage, utilities, emergency services, parks, and school facilities within the Specific Plan area. The purpose of this discussion is to describe the existing conditions of the City's infrastructure that may be affected by implementation of the proposed Specific Plan and to make recommendations for improved facilities where appropriate.

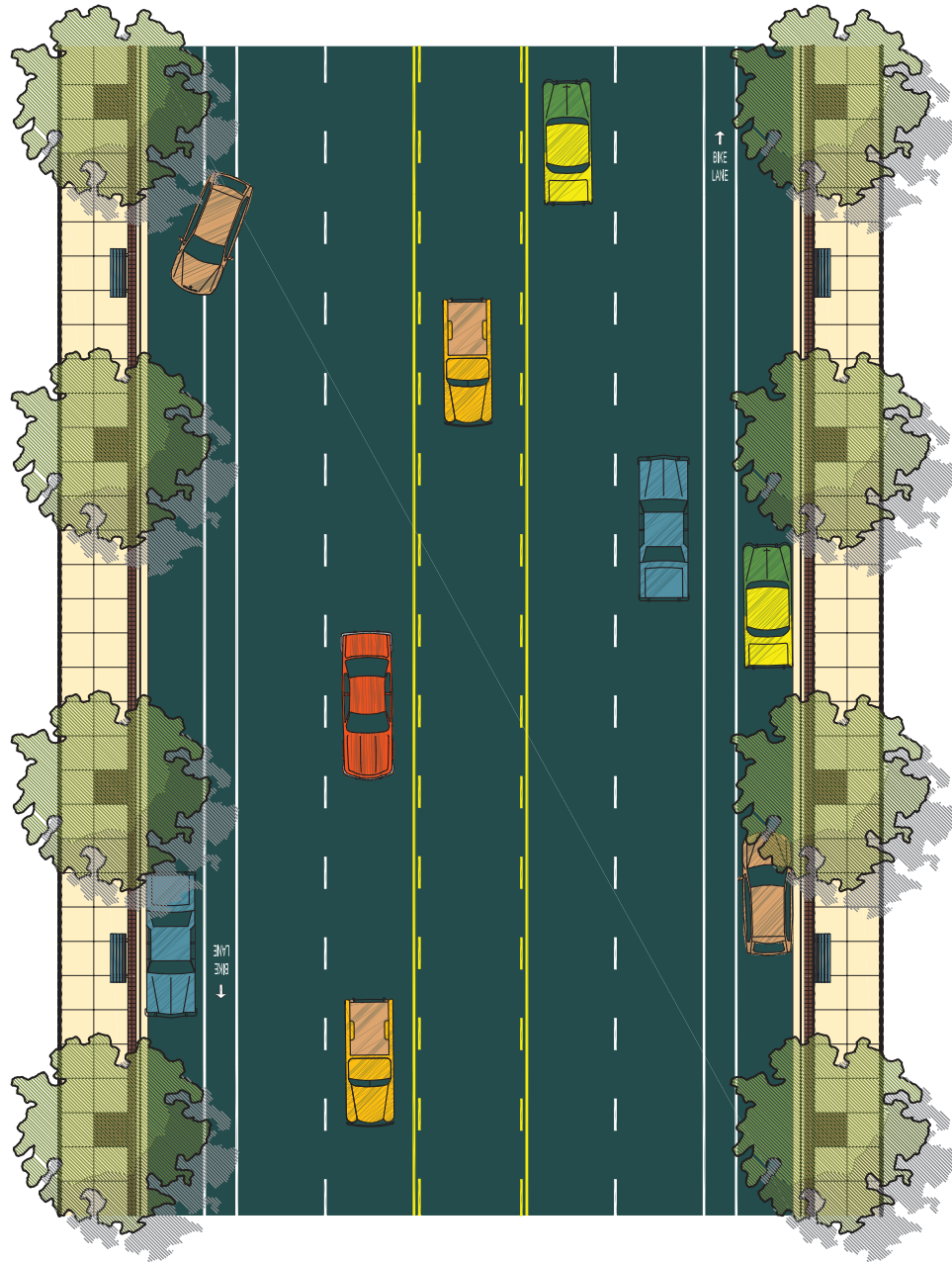


NOT TO SCALE

SOURCE: rrm design group – April 2009

FIGURE 3.0-5

# Thousand Oaks Boulevard Streetscape Treatment Zone Cross Section

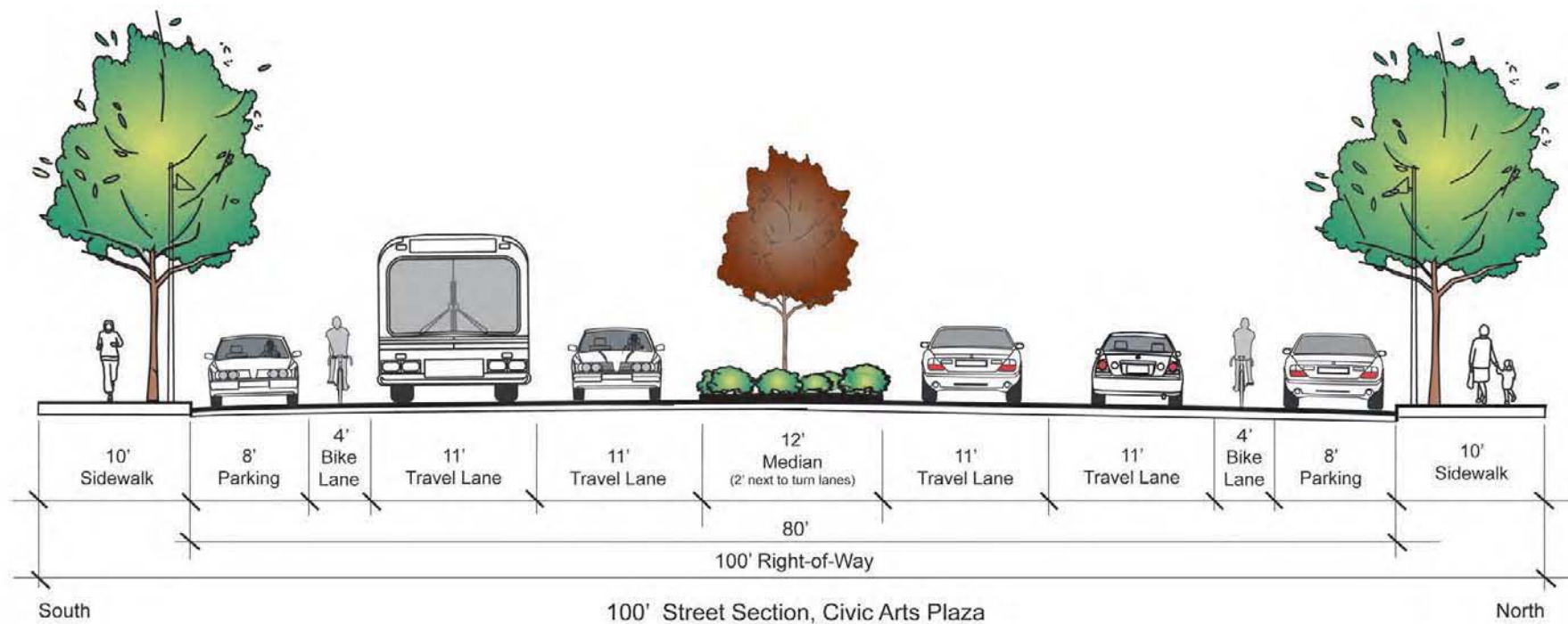


NOT TO SCALE

SOURCE: rrm design group – April 2009

FIGURE 3.0-6

Thousand Oaks Boulevard Streetscape Treatment Zone Plan View



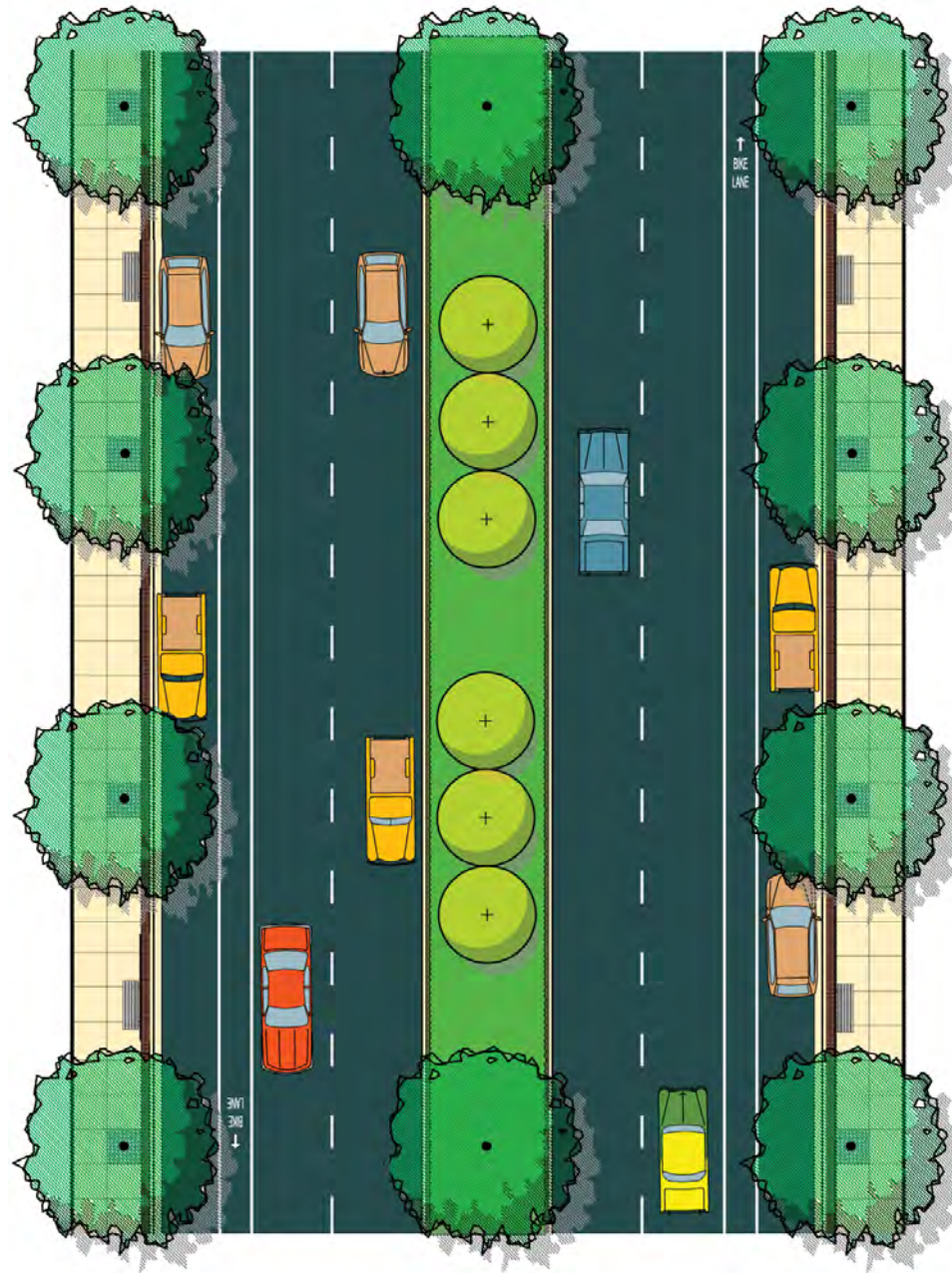
NOT TO SCALE

SOURCE: rrm design group – April 2009

FIGURE 3.0-7

Civic Arts Plaza Streetscape Treatment Zone Cross Section



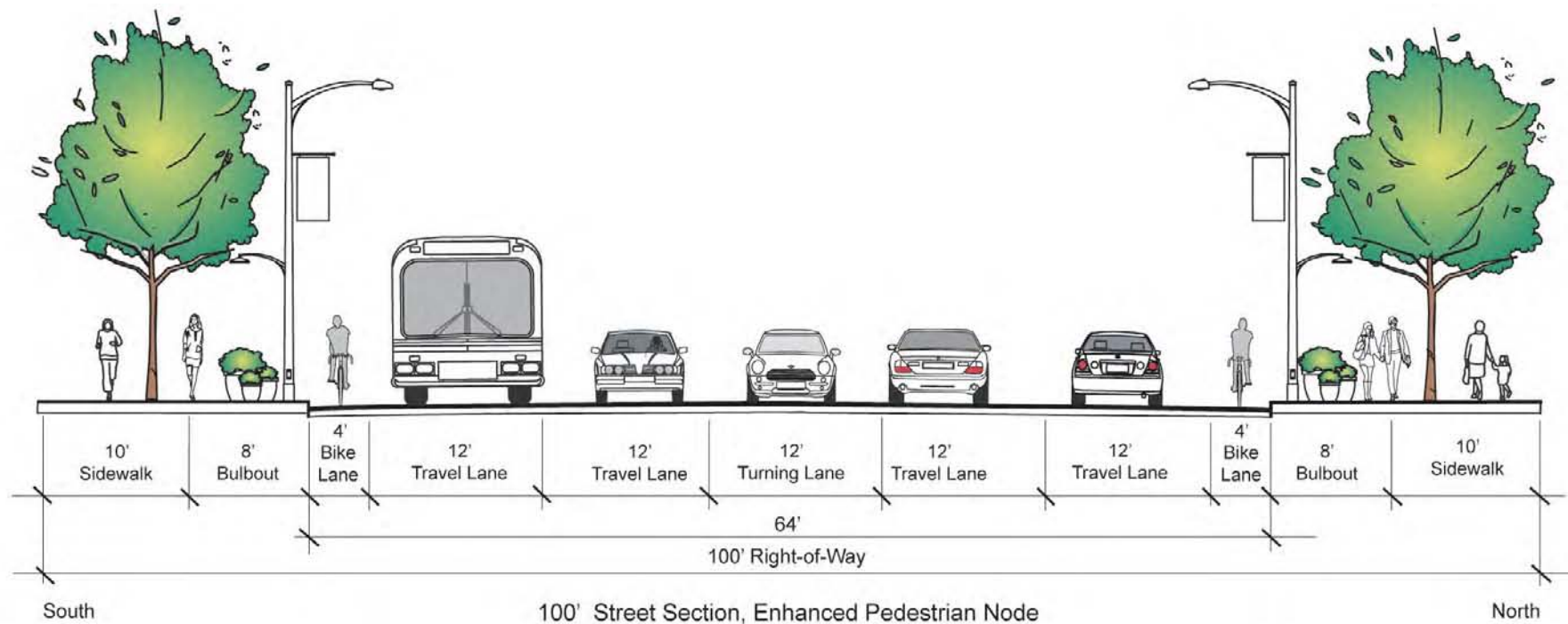


NOT TO SCALE

SOURCE: rrm design group – April 2009

FIGURE 3.0-8

Civic Arts Plaza Streetscape Treatment Zone Plan View

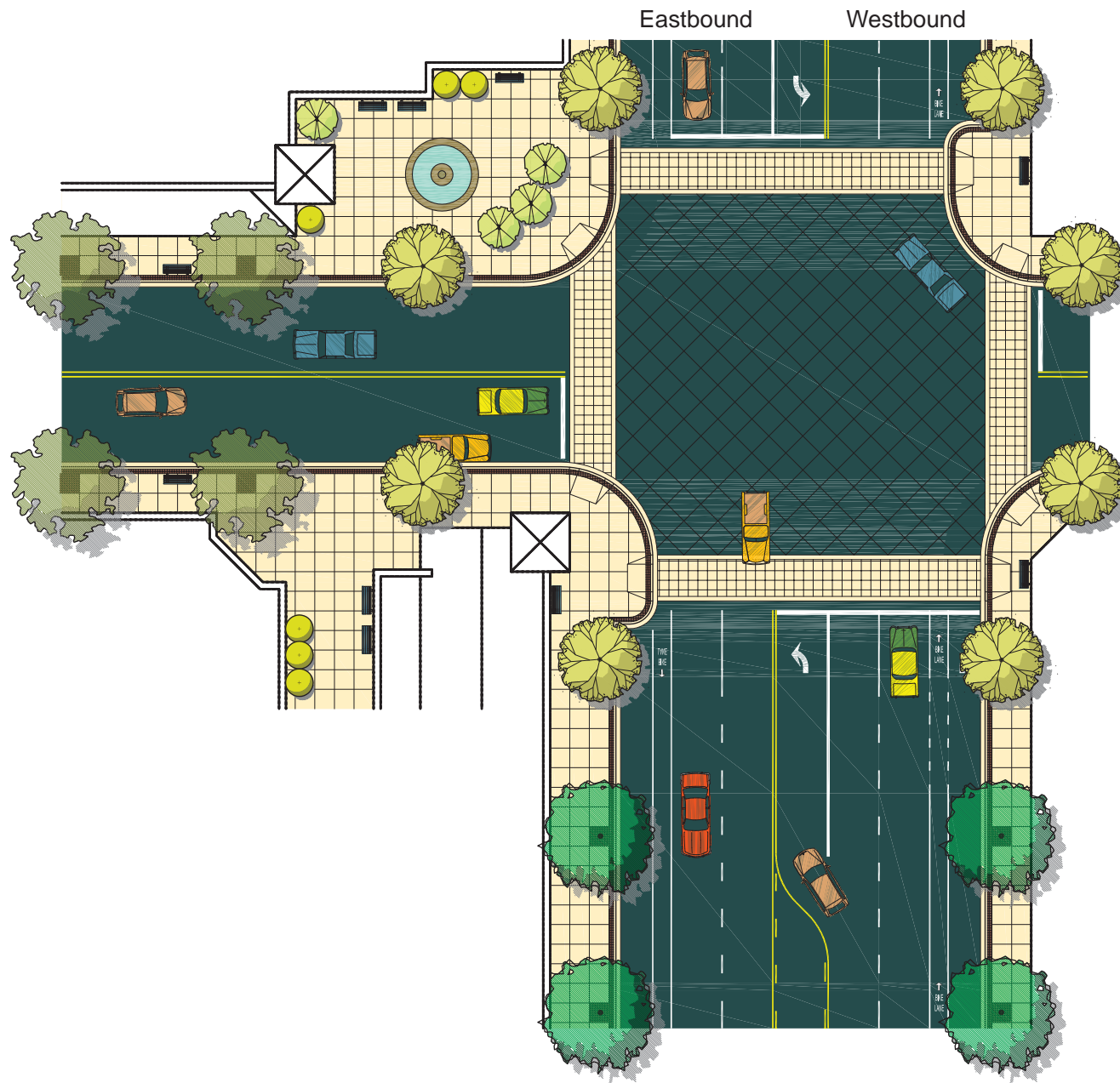


NOT TO SCALE

SOURCE: rrm design group – April 2009

FIGURE 3.0-9

Enhanced Pedestrian Node Cross Section



NOT TO SCALE

SOURCE: rrm design group – April 2009

FIGURE 3.0-10

Enhanced Pedestrian Node Plan View

## ***Water***

The Specific Plan area is almost entirely within the City of Thousand Oaks water service area, with a small portion on the west within the Cal American Water Company and small portion in the east within the California Water Company. Wholesale water supply is furnished by the Calleguas Municipal Water District. A water main line runs along Thousand Oaks Boulevard and supplies water to service laterals and fire hydrants as well as surrounding neighborhoods. Water is also currently provided to the area by several other mainlines. Service laterals and hydrants branch from these mainlines and supply water to neighborhoods outside of the Specific Plan area as well as businesses within the boundary.

Water supply in the Specific Plan area currently exceeds flow demand and water storage is adequate. All water lines along Thousand Oaks Boulevard are in good condition and maintain adequate pressure. The specific ability to supply water to serve development under the proposed Specific Plan is discussed in **Section 4.7, Water Supply**, of this EIR.

## ***Wastewater***

The City's Public Works Department Wastewater Division is responsible for the planning, administration, operation, and maintenance of the wastewater collection and interceptor systems within the Specific Plan area, as well as for the existing Hill Canyon Wastewater Treatment Plant (WTP). This existing wastewater treatment plant has a 14 million gallon per day capacity and is currently processing about 10.5 million gallons per day. Wastewater from the Specific Plan area and surrounding regions of the City is collected and flows in a northwesterly direction through the Specific Plan area and ultimately to Hill Canyon WTP.

Wastewater service in the Specific Plan area is currently adequate to meet existing requirements and an increase in density would increase the amount of wastewater flow that needs to be treated. The ability of the system to accommodate the needs of development pursuant to the proposed Specific Plan is discussed in **Section 4.9.5, Wastewater Services**, of this EIR.

## ***Storm Water Drainage***

The stormwater collection system within the Specific Plan area consists of catch basins that drain to a network of pipes, box culverts, and lined channels that carry storm water into natural drainage paths. Ultimately, storm runoff is released into the Arroyo Conejo or one of its tributaries at a multitude of discharge points within the Specific Plan area. Drainage facilities in some portions of the Specific Plan area may need to be improved.

Additional development within the Specific Plan area will increase stormwater flows. The proposed Specific Plan recommends that new development provide on-site private storm water detention and treatment.

### ***Utilities***

Electricity and natural gas service in the Specific Plan area is provided by Southern California Edison and Southern California Gas Company, respectively. Services may need to be expanded or enhanced to adequately support the expected additional development within the Specific Plan area. These services are discussed in **Section 4.9.6, Electrical and Natural Gas Services**, of this EIR.

### ***Emergency Services***

#### **Fire Services**

Fire services within the Specific Plan area are provided by the Ventura County Fire Protection District (VCFPD). **Section 4.9.1, Fire Protection**, of this EIR evaluates the impact of the proposed Specific Plan relative to this topic.

#### **Police Services**

Police services within the Specific Plan area are provided by the City of Thousand Oaks, through a contract with the Ventura County Sheriff. The East Valley Law Enforcement Facility, located 5 miles to the north on East Olsen Road, is the headquarters for the Thousand Oaks Police Department/Ventura County Sheriff for this area. **Section 4.9.2, Police Protection**, of this EIR evaluates the police protection impact of the proposed Specific Plan.

### ***Parks***

The Specific Plan area is located within the boundaries of the Conejo Recreation and Park District, and there are four neighborhood parks, which are designed to serve the neighborhood residents within walking distance of the park, located within close proximity of the Specific Plan area:

- El Parque de la Paz - a 4.8-acre park at 100 South Oakview Drive
- Beyer Park - a 4-acre park at 280 Conejo School Road
- Estrella Park - a 1.9-acre park at 300 Erbes Road
- Russell Park - a 7-acre park at 3199 North Medicine Bow Court

**Section 4.9.4, Parks and Recreation**, of the EIR discusses the impact of the Specific Plan's additional residential development on the park and recreations services offered in the area.

### ***Schools***

The Specific Plan Area is located within the boundaries of the Conejo Valley Unified School District, and the following four schools are located within close proximity of the Specific Plan Area:

- Conejo Elementary
- Westlake Hills Elementary
- Colina Middle School
- Westlake High School

**Section 4.9.3, Schools**, of the EIR discusses the impact of the Specific Plan's additional residential development on schools serving the area.

### **Incentives**

The implementation chapter of the proposed Specific Plan includes a proposed incentives program to encourage the development of amenities that will enhance the quality of life within the Specific Plan area. Incentives are proposed to be finalized and adopted by a separate resolution of the City Council after adoption of the proposed Specific Plan, following an analysis of the cost and benefits of each incentive. The proposed Specific Plan would allow the City Council to amend the list of incentives and public benefits for which incentives would be available at any time, but not more often than once per calendar year and not less often than once per five calendar years.

Desired elements listed in the incentive program include lot consolidation, public parking facilities, affordable housing, the construction of improvements for Enhanced Pedestrian Nodes, LEED-certified buildings, revenue-producing uses (retail/commercial/visitor-serving transient) on multiple levels, and public exterior spaces.

Available incentives include an increase in height, allocation of residential from reserve for a mixed-use project, and a reduction in development impact fees. Each desired element is assigned a point value that corresponds to the worth of each desired element. Point values corresponding to the incentives denote how many points must be accumulated from providing the desired elements to earn each of the incentive items.

The Planning Commission would have the authority to grant incentives to a specific development project, after considering (1) the land and infrastructure capacity assuming award of all potential incentives and (2) the value added to a project by the amenity and a proportionate compensation for the amenity.

## **Administration**

Under the proposed Specific Plan, development projects that meet its standards and all other relevant City regulations would be considered and approved at the administrative level. Projects that did not meet the standards, required a special use permit, or proposed to utilize development incentives, could only be approved by the City Council itself, after review by the Planning Commission.

## **SPECIFIC PLAN DEVELOPMENT POTENTIAL**

The 345-acre Specific Plan area presently contains approximately 1.8 million square feet of primarily commercial development, a small amount of residential development, and two assisted living projects. While most of the Specific Plan area is already developed, there are several vacant properties and a number of under-utilized sites as well.

The City estimates that under the existing General Plan land use designations and zoning development standards for the Specific Plan area, up to approximately 600,000 square feet of additional non-residential development could occur.

Based on the development standards in the proposed Specific Plan, the City estimates that this amount would be increased by about 375 additional dwelling units and about 612,000 square feet of commercial gross floor area, over and above the amount that would occur under the current General Plan.

Future development within the Specific Plan area is tabulated below in **Table 3.0-2, Specific Plan Area Added Development Potential**. This estimate comprises the additional future development, above existing conditions, that is estimated to occur within the Specific Plan area, and is used as the basis of analysis of project impacts in this EIR.

**Table 3.0-2**  
**Specific Plan Area Added Development Potential**

| <b>Land Use Type</b> | <b>Per Current General Plan</b> | <b>Specific Plan Additional</b> | <b>Specific Plan Area Total Future Development</b> |
|----------------------|---------------------------------|---------------------------------|--|
| Retail Commercial    | 371,500 sq. ft.                 | 489,500 sq. ft.                 | 861,000 sq. ft.                                    |
| Office Commercial    | 137,000 sq. ft.                 | 122,000 sq. ft.                 | 259,000 sq. ft.                                    |
| Industrial           | 88,000 sq. ft.                  | ---                             | 88,000 sq. ft.                                     |
| Public, Quasi-Public | ---                             | ---                             | ---  |
| Apartments           | ---                             | 375 du                          | 375 du   |
| Institutional        | ---                             | ---                             | ---  |

*Source: City of Thousand Oaks, 2011*

## INTENDED USES OF THIS EIR

### Lead Agency

The City of Thousand Oaks has the principal responsibility for approving this proposed Specific Plan and, for this reason, is serving as the “Lead Agency” as defined by CEQA, and is responsible for preparation of this EIR.

The TOBA is requesting adoption of the proposed Thousand Oaks Boulevard Specific Plan by the City of Thousand Oaks. In response, the City has initiated two other General Plan amendment applications that are being processed concurrently with the proposed Specific Plan. The purpose of these amendments is to make conforming changes in the City’s General Plan. Each General Plan amendment is described in further detail below.

1. General Plan Land Use amendment LU 2009-70130. This amendment seeks to adopt a conforming land use designation with the Specific Plan.
2. General Plan Circulation Element amendment C 2001-30. This amendment seeks to reduce the width of Thousand Oaks Boulevard between Hodencamp Road and Erbes Road from 6 lanes to 4 lanes, which would retain Thousand Oaks Boulevard in its current 4-lane configuration.



## 4.0 ENVIRONMENTAL IMPACT ANALYSIS

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### INTRODUCTION

*This section is the primary component of the EIR as it provides information on existing environmental conditions, the potential environmental impacts of development anticipated if the Thousand Oaks Boulevard Specific Plan (Specific Plan) is adopted, and identifies measures to mitigate these impacts.*

### PROJECT IMPACT ANALYSIS

The analysis of each topic in this section examines both the impacts of the proposed Specific Plan and the potential cumulative impacts of other projected growth within the City of Thousand Oaks under General Plan conditions. Each topical section will begin with a description of the environmental setting within the Specific Plan area, as well as relevant regulations and policies that pertain to the area. The thresholds of significance used to determine the significance of each impact are described and impacts are identified based on the information and analysis provided. Each impact statement is listed separately in bold text, with the discussion of the impact and its significance following. Each impact statement also contains a statement of the significance determination for the environmental impact as follows:

- **Class I. Significant and Unavoidable:** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per Section 15093 of the *California Environmental Quality Act (CEQA) Guidelines*.
- **Class II. Significant but Mitigable:** An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings to be made under Section 15091 of the *State CEQA Guidelines*.
- **Class III. Not Significant:** An impact that may be adverse, but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.
- **Class IV. Beneficial:** An effect that would reduce existing environmental problems or hazards.

Finally, mitigation measure(s) for each impact are identified and their effectiveness described and conclusions regarding the significance of each impact after mitigation are presented.

## CUMULATIVE IMPACT ANALYSIS

Cumulative impacts refer to the combined effects of project impacts with the impacts of other past, present, and reasonably foreseeable future projects. Both CEQA and the *State CEQA Guidelines* require that cumulative impacts be analyzed in an EIR. As set forth in the *State CEQA Guidelines*,<sup>1</sup> the discussion of cumulative impacts must reflect the severity of the impacts, as well as the likelihood of their occurrence; however, the discussion need not be as detailed as the discussion of environmental impacts attributable to the project alone. As stated in CEQA, “a project may have a significant effect on the environment if the possible effects of a project are individually limited but cumulatively considerable.”<sup>2</sup>

According to the *State CEQA Guidelines*,

*Cumulative impacts” refer to two or more individual effects which, when considered together, are considerable and which compound or increase other environmental impacts.*

- (a) The individual effects may be changes resulting from a single project or a number of separate projects.*
- (b) The cumulative impact from several projects is the change in the environment, which results from the incremental impact of the project when added to other closely related past, present, and reasonable foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.<sup>3</sup>*

In addition, the *State CEQA Guidelines* require

*Either:*

*A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside control of the agency, or*

*A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document, which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.<sup>4</sup>*

Cumulative impact discussions for each issue area are provided in the technical analyses contained within each individual impact discussion.

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<sup>1</sup> California Public Resources Code, Title 14, Division 6, Chapter 3, Section 15130(b).

<sup>2</sup> California Public Resources Code, Title 14, Division 6, Chapter 3, Section 15130(b).

<sup>3</sup> California Public Resources Code, *State CEQA Guidelines*, Section 15355.

<sup>4</sup> California Public Resources Code, *State CEQA Guidelines*, Section 15130(a)(1).

Cumulative analysis in this draft EIR is based on growth projections for the Thousand Oaks Planning Area, provided by the City of Thousand Oaks Community Development Department, based on the Thousand Oaks General Plan, applicable specific plans and zoning. **Table 4.0-1, Thousand Oaks Planning Area Buildout Projections**, provides the amount of residential and non-residential development projected at full development of the uses allowed by the City of Thousand Oaks General Plan. Each section of this EIR includes an assessment of cumulative impacts based on these projections, or based on projections for the territory of a particular service (e.g., solid waste, wastewater) where different than the Planning Area, consistent with the *State CEQA Guidelines*.

**Table 4.0-1**  
**Thousand Oaks Planning Area Buildout Projections**

| <b>Use Type</b>        | <b>Projected Buildout<br/>(Units)</b>       |
|------------------------|---|
| <b>Residential</b>     |   |
| Single Family Detached | 34,210                                      |
| Single Family Attached | 2,396                                       |
| Multiple Family        | 13,089                                      |
| <b>Total</b>           | <b>49,695</b>                               |
| <b>Use Type</b>        | <b>Projected Buildout<br/>(Square Feet)</b> |
| <b>Non-Residential</b> |   |
| Commercial             |   |
| Retail                 | 8,909,000                                   |
| Office                 | 6,873,000                                   |
| Lodging                | 812,000                                     |
| Industrial             | 14,321,000                                  |
| Public, Institutional  | 1,563,000                                   |
| <b>Total</b>           | <b>32,478,000</b>                           |

*Source: City of Thousand Oaks, 2011*

### **INTRODUCTION**

*This section addresses the consistency of the proposed Thousand Oaks Boulevard Specific Plan (Specific Plan or Specific Plan area) with applicable local and regional land use policies. In addition, this section assesses the compatibility of the proposed Specific Plan with existing and planned surrounding land uses. Information sources used in this analysis include the City of Thousand Oaks General Plan, City of Thousand Oaks Zoning Ordinance, and the Redevelopment Plan for the Thousand Oaks Boulevard Redevelopment Project Area.*

### **ENVIRONMENTAL SETTING**

#### **Regional Setting**

The City of Thousand Oaks is located in the southeastern portion of Ventura County, 12 miles east of the Pacific Ocean and 39 miles west of Los Angeles. The City consists of 55.4 square miles and is bordered by the City of Simi Valley to the northeast, the City of Westlake Village to the southeast and the City of Camarillo to the west. All other land surrounding the City consists of unincorporated Ventura County land.

#### **Local Setting**

The proposed Specific Plan covers an area of about 345 acres in the central part of the City of Thousand Oaks. The Specific Plan area extends approximately 3 miles along Thousand Oaks Boulevard roughly from Conejo Boulevard/Moorpark Road in the west to Duesenburg Drive in the east. Thousand Oaks Boulevard is the City's primary commercial arterial street. The Specific Plan area is substantially developed, mostly with commercial retail and offices uses, but with pockets of residential, industrial, and institutional land use, as noted in **Section 3.0, Project Description**, and as tabulated below in **Table 4.1-1, Thousand Oaks Boulevard Specific Plan Area – Existing Generalized Land Use**.

**Table 4.1-1**  
**Thousand Oaks Boulevard Specific Plan Area – Existing Generalized Land Use**

| <b>Land Use Type</b>          | <b>Net Acreage</b> |
|-------------------------------|--------------------|
| Retail Commercial             | 118 acres          |
| Office Commercial             | 48 acres           |
| Industrial                    | 8 acres            |
| Public, Quasi-Public          | 3 acres            |
| Recreation                    | 5 acres            |
| Residential                   | 5 acres            |
| Institutional Residential     | 4 acres            |
| Vacant                        | 27 acres           |
| Streets, Freeway right-of-way | 127 acres          |
| <b>Total</b>                  | <b>345 acres</b>   |

*Source: City of Thousand Oaks, 2011*

The Specific Plan area is bordered by residential areas to the north, commercial areas to east, residential areas and the Ventura Freeway to the south, and commercial areas to the west.

## REGULATORY FRAMEWORK

### State Regulations

#### *California Government Code*

California state planning law requires each City and County to adopt a comprehensive, long-term General Plan for the physical development of the area within its jurisdiction and of any land outside its boundaries that bears relation to its land use planning activities.<sup>1</sup> The plan must consist of an integrated and internally consistent set of goals, policies, and implementation measures.

Pursuant to state law, a General Plan includes a statement of development policies and a diagram (or diagrams) and text setting forth objectives, principles, standards, and plan proposals including the following elements: (1) land use, (2) circulation, (3) housing, (4) conservation, (5) open space, (6) noise, and (7) safety.<sup>2</sup>

<sup>1</sup> California Government Code, Article 8, Sections 65450 through 65457.

<sup>2</sup> California Government Code, Article 8, Section 65302.

The land use element is required to identify the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space (including agriculture, natural resources, recreation, and enjoyment of scenic beauty) education, public buildings, and grounds, solid and liquid waste disposal facilities, and other categories of public and private land uses. The land use element is also required to include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan.

According to state law, additional optional elements determined to be important to a community can be adopted by a jurisdiction. After an element has been adopted, it has the same legal standing as the seven state-mandated elements.

## Local Regulations

### *City of Thousand Oaks*

#### General Plan

The *City of Thousand Oaks General Plan* contains all seven state-mandated elements as identified above, as well as a number of optional elements, such as the Forestry, Scenic Highways, and Public Buildings elements. As appropriate, the General Plan policies and elements are discussed under the applicable sections of this EIR.

The Land Use Element has the broadest scope of all the General Plan Elements. The Land Use Element establishes the pattern of land use in the City and sets standards and guidelines to regulate development. Existing Thousand Oaks General Plan Land Use element designations within the Specific Plan area are summarized in **Table 4.1-2, Thousand Oaks Boulevard Specific Plan Area – Existing General Plan Land Use Element.**

**Table 4.1-2**  
**Thousand Oaks Boulevard Specific Plan Area – Existing General Plan Land Use Element**

| Land Use Element Category                       | Net Acreage        |
|---|--------------------|
| Commercial                                      | 188.9 acres        |
| Industrial                                      | 15.9 acres         |
| Medium Density Residential (4.5-15 du/net acre) | 10.3 acres         |
| High Density Residential (15-30 du/net acre)    | 4.5 acres          |
| Existing Parks, Golf Courses, Open Space        | 0.6 acres          |
| <b>Total Net (Excludes Streets and Freeway)</b> | <b>220.2 acres</b> |

*Source: City of Thousand Oaks, 2011*

## Zoning

The City's Zoning Ordinance is set forth in Chapter 4 of Title 9 of the Municipal Code, and is the primary tool for implementing the General Plan Land Use Element, and related policies. Properties within the City are placed in different zones. For each defined zone, the regulations identify the permitted uses and applicable development standards such as density, building height, parking, setbacks, and landscaping requirements.

Most of the land within the Specific Plan area is zoned C-2 (Highway and Arterial Commercial). A number of parcels in the vicinity of the Civic Arts Plaza are zoned C-2/CC, which is the C-2 Zoning with a Civic Center (CC) overlay. The CC overlay precludes certain auto-related uses that would otherwise be allowable in the C-2 zone without the overlay. **Table 4-1.3, Thousand Oaks Boulevard Specific Plan Area – Existing Zoning** summarizes the existing zoning within the Specific Plan area

**Table 4.1-3**  
**Thousand Oaks Boulevard Specific Plan Area – Existing Zoning**

| Zone(s)   | Gross Acres | Percent     |
|---|-------------|-------------|
| C-2 (including C-2/CC)  | 267         | 77%         |
| Other Commercial (C-1, C-3)                                       | 31          | 9%          |
| Residential (RPD-30, RPD-25, RPD-15, RPD-6.3U-SFD, R-2, R-E)      | 16          | 5%          |
| P-L (Public, Quasi-Public and Institutional Lands and Facilities) | 4           | 1%          |
| Industrial (M-1, M-2)   | 26          | 8%          |
| Open Space  | 1           | -           |
| <b>Total</b>  | <b>345</b>  | <b>100%</b> |

*Source: City of Thousand Oaks, 2011*

## Redevelopment Plan for the Thousand Oaks Boulevard Redevelopment Project Area

Almost all of the proposed Specific Plan area is located within the Thousand Oaks Boulevard Redevelopment Project Area and is subject to the adopted the Redevelopment Plan. The original Redevelopment Plan was adopted in 1979 and has been amended several times, most recently in 1993. The Redevelopment Plan for the Thousand Oaks Redevelopment Project Area has the primary objective of eliminating and preventing the spread of blight and deterioration in the project area. Applicable provisions include those regarding permitted land uses, demolition activities, design considerations, construction, public improvements, and project financing. Procedural requirements for proposed development projects are outlined and include review and approval of project elements by the Agency.

The Redevelopment Plan also grants the Agency the authority to establish further requirements, restrictions, or design standards as appropriate. In addition, the Redevelopment Plan requires compliance with conditions established in the General Plan, Zoning Ordinance, Building Code, and other City ordinances, resolutions, and laws.

### **Measure E**

In 1996, the voters of the City of Thousand Oaks passed Measure E, an initiative to amend the City's Municipal Code to require voter ratification of certain General Plan amendments approved by the City Council. This ordinance is codified as Section 9-2.203 of the City of Thousand Oaks Municipal Code. Amendments to the Land Use Element of the General Plan that require voter ratification include:

- any amendment which reclassifies land from the "parks, golf course, and open space" designation to any other designation; or
- any amendment which cumulatively provides a net increase in the maximum number of residential dwelling units which could be permitted under the proposed land use designation; or
- any amendment which cumulatively provides a net increase in the land designated "commercial."

In 2005, the City Council adopted a formal interpretation of Measure E that it (1) established a baseline of residential density and a baseline of commercial acreage that existed in the Land Use Element of the General Plan at the time of its adoption in 1996; and (2) required that any General Plan amendment that caused either the residential density or commercial acreage baseline in the Land Use Element to be exceeded must be ratified by the voters, in addition to the normal City Council approval required for any General Plan amendment.

General Plan amendments are considered cumulatively. If a given amendment reduced residential density or commercial acreage below the baseline, a later amendment that increased the residential density or commercial acreage could be approved without triggering the voter approval requirement, so long as the 1996 baseline was not exceeded.

At the time City Council adopted this interpretation in 2005, it also found that previously a series of General Plan amendments approved between 1996 and 2005 had cumulatively reduced allowable commercial acreage and residential density of the General Plan, as compared to the 1996 baselines, by 368 dwelling units of residential density, and 1.0 acres of commercial designation. As of 2011, the cumulative reduction compared to the 1996 baseline is 123 dwelling units and 10.06 commercial acres.



The “commercial/residential” Land Use Element designation was created shortly after Measure E was adopted, at the culmination of a lengthy General Plan amendment and Specific Plan adoption process related to the former Civic Center site at 401 West Hillcrest Drive. At the time, and subsequently, there has been no determination how this new category should be considered for Measure E purposes.

Based on this interpretation and the actual language of Measure E, applicability within the Specific Plan area may be determined on a project-by-project basis.

## ENVIRONMENTAL IMPACTS

### Thresholds of Significance

The following thresholds for determining the significance of impacts related to land use and planning are contained in the environmental checklist form contained in Appendix G of the most recent update of the *California Environmental Quality Act (CEQA) Guidelines*. A significant impact would occur with full implementation of the proposed Specific Plan if it would:

- Physically divide an established community.
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

### Methodology

Objectives and policies contained in the City of Thousand Oaks General Plan and the Redevelopment Plan for the Thousand Oaks Boulevard Redevelopment Project Area were compared against allowable land uses, development standards, design guidelines, and streetscape design elements contained in the Specific Plan to check for consistency.

## Impact Analysis

|                   |  |
|-------------------|--|
| <b>Threshold:</b> | <b>Physically divide an established community.</b> |
|-------------------|--|

**Impact 4.1-1**                      **Future development that may result from the adoption of the proposed Specific Plan would not result in a disruption of the existing community. (Class III)**

The Specific Plan area is located just north of the 101 Freeway and the 23 Freeway currently bisects the western portion of the Specific Plan area. The 101 Freeway, which runs east – west, separates Thousand Oaks Boulevard from neighborhoods to the south of the Specific Plan area while the 23 Freeway, which runs north – south, separates land uses along the Thousand Oaks Boulevard corridor to the east and the west of the 23 Freeway. Implementation of the proposed Specific Plan would not add any further physical structures or features that would further divide the City. Rather, the proposed Specific Plan contains design guidelines and circulation improvements intended to enhance cohesion along Thousand Oaks Boulevard and improve connections between the corridor and adjacent neighborhoods. Therefore, development anticipated by the proposed Specific Plan would not result in a disruption of the existing community, and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant (Class III).

|                  |  |
|------------------|--|
| <b>Threshold</b> | <b>Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.</b> |
|------------------|--|

**Impact 4.1-2**                      **Future development that may result from the adoption of the proposed Specific Plan would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. (Class III)**

Implementation of the proposed Specific Plan would allow mixed-use development, including vertical mixed-use buildings; that is commercial and residential uses would be allowed in a single building. The existing zoning and General Plan Land Use Element designations do not allow mixed uses. Approval of the following action is proposed to create consistency between the *Thousand Oaks Boulevard Specific Plan* and the *City of Thousand Oaks General Plan*:

- General Plan Land Use Element Amendment LU 2009-70130 – The purpose of this amendment is to adopt conforming land use designation(s) in the Land Use Element of the General Plan applying to land within the Specific Plan area, in order to facilitate uses and arrangements of uses allowed by the proposed Specific Plan, e.g., to allow horizontal and vertical mixes of land use. The “commercial/residential” category in the Land Use Element allows a mix of residential and commercial uses, if allowed and regulated by a specific plan. Most of the Specific Plan area would be placed in this designation. The 0.6 acre currently designated Existing Parks, Golf Courses and Open Space (Zuniga Ridge Open Space) would, however, remain in that designation, and not be changed by LU 2009-70130.

Measure E is a procedural regulation. It requires voter ratification of certain General Plan amendments approved by the City Council, if the amendment has the effect of cumulatively increasing commercial acreage or residential density above baselines that existed in 1996, when Measure E was approved by the voters.

If the General Plan Land Use Element designation change to “commercial/residential” is approved as described above, then future development projects will need to be reviewed for cumulative effect as compared to the baseline. As explained above, Measure E affects the procedure to approve changes to the General Plan Land Use Element designations that increase residential density or commercial acreage.

Currently the area encompassed within the proposed Specific Plan has 10.3 net acres designated “medium density residential” and 4.5 net acres designated “high density residential.” Using the standard in Measure E that each density range be evaluated at the highest allowable density in that range, these

existing residential acreages have an existing combined baseline residential density of 289 dwelling units (10.3 net acres times 15 dwellings per net acre medium density, plus 4.5 net acres times 30 dwellings per net acre high density).

There are currently 75 dwelling units within the Specific Plan area. The Specific Plan area estimated development potential for housing is the addition of 375 dwelling units. Since the current General Plan designations have a combined baseline residential density of 289 units, construction of a net increase of 214 units (289 General Plan baseline units - 75 existing units) would bring the Specific Plan area up to the baseline. This level of additional residential development (214 net increase in dwelling units) would not be subject to Measure E's additional procedural requirement, since it would not exceed the baseline.

However, once a net additional 214 dwelling units are developed within the Specific Plan area, any future residential development projects may be subject to voter ratification, unless there is a balance of dwelling units available for re-allocation from other parts of the City due to reductions as compared to the 1996 baseline.

As noted earlier, there are presently 123 dwelling units available for re-allocation, due to previous General Plan Land Use Element reductions. This number, or a greater or lesser number, may be available when specific residential projects are proposed within the Specific Plan area.

Currently, the area encompassed within the proposed Specific Plan has 15.9 net acres designated "industrial." This area is in the eastern end of the Specific Plan area, between Thousand Oaks Boulevard and Los Feliz Drive, east of Hampshire Road. As to the change in Land Use designation to from "industrial" to "commercial/residential" for this area, there is the potential in the future that 15.9 acres currently designated as "industrial" could be converted to commercial uses. This is unlikely to occur in the near term since all but 2 acres are already developed, with a mix of industrial and commercial uses. There are presently 10.06 acres of "commercial" land use designation available for re-allocation, due to previous General Plan amendments that have reduced land designated "commercial" since Measure E was adopted. In the future, if there is redevelopment of any of the land presently designated as "industrial" with a commercial use under the proposed Specific Plan, then such a project would be subject to Measure E's procedural requirement of voter approval, unless there is a balance of Commercial acres available for re-allocation. As noted above, this balance is currently 10.06 acres.

The Specific Plan area is not subject to any other regulating plans or authorities. With approval of the companion General Plan amendment described above, the proposed Specific Plan would be consistent with the *City of Thousand Oaks General Plan*. As a result, development anticipated by the proposed Specific

Plan would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant (Class III).

**Impact 4.1-3                      Future development that may result from the adoption of the proposed Specific Plan would not conflict with goals and policies listed in the City of Thousand Oaks General Plan. (Class III)**

The City of Thousand Oaks General Plan contains numerous goals and policies for land development. These goals, objectives, and policies are listed below in bold type by element, and are followed by a discussion of project consistency. The final authority for interpretation of these goals and policy statements, and determination of the consistency of the proposed Specific Plan with the General Plan rests with the City Council. This section comprises a review of consistency with each of the broad Goals of the General Plan, and with applicable general land use policies of the General Plan and policy resolutions. Analysis of the proposed Specific Plan with respect to certain adopted City policies that relate to specific topic areas in this EIR is provided in the applicable sections. This includes air quality, noise, biological resources (including oak trees), cultural resources, and traffic.

### ***Goals***

***To enhance and preserve the spaciousness and attractiveness of the Conejo Valley.***

Implementation of the proposed Specific Plan would concentrate activity in the downtown area of Thousand Oaks Boulevard, where more intensive development is appropriate. In addition, implementation of the proposed Specific Plan would result in the beautification of the Thousand Oaks Boulevard Corridor. Therefore, the proposed Specific Plan would not conflict with this goal.

***To provide an integrated circulation and transportation system consistent with the Valley's form and needs.***

Implementation of the proposed Specific Plan would augment the Thousand Oaks Boulevard transportation corridor. Features provided under the proposed Specific Plan include adequate travel

lanes for automobiles and new facilities for bicycles, enhanced transit stops, and new and expanded sidewalks. In addition, measures included in the proposed Specific Plan would promote both traffic calming and smooth traffic flow. As a result, the proposed Specific Plan would not conflict with this goal.

*To encourage commercial facilities that satisfy the Valley's mercantile needs, arranged and located to provide convenient access and compatibility with adjoining use through proper design.*

Under the proposed Specific Plan, development along Thousand Oaks Boulevard would be limited to commercial retail development on the first floor along the Boulevard street frontage. Implementation of the proposed Specific Plan would require pedestrian orientation in building form.

In addition, mixed-use design guidelines and reciprocal access provisions listed in the proposed Specific Plan would ensure compatibility of adjacent uses. The proposed Specific Plan promotes redevelopment and infill in the downtown area and applies special provisions for areas adjacent to residential uses. For these reasons, the proposed Specific Plan would not conflict with this goal.

*To further encourage and develop the sense of community identity and foster citizen participation in local affairs.*

Thousand Oaks Boulevard serves as the City's downtown. Implementation of the proposed Specific Plan would create a specific theme and identity for Thousand Oaks Boulevard, thus further highlighting the role of Thousand Oaks Boulevard as the focal point of activity in the City. Therefore, the proposed Specific Plan would not conflict with this goal.

*To provide the framework for a planned and unified community containing a balance of living, working, shopping, educational, civic, cultural and recreational facilities.*

The proposed Specific Plan is designed and intended to enhance a major commercial district within the City, adding shopping, employment and residential development within an area appropriate for such development. As a result, the proposed Specific Plan would not conflict with this goal.

*To provide and maintain a system of natural open space and trails.*

The Thousand Oaks Boulevard corridor is considered the main downtown area of the City and is therefore a less appropriate location for natural open space and trails. Nevertheless, there is one parcel of natural open space (Zuniga Ridge) of approximately 0.6 acre within the Specific Plan boundary. This parcel is presently designated Existing Parks, Golf Courses, and Open Space by the Land Use Element of the General Plan, which would not be changed by LU 2009-70130. No trails exist or are planned. For these reasons, the proposed Specific Plan would not conflict with this goal, subject to a specific open space designation for the Zuniga Ridge open space parcel.

*To provide and maintain a permanent park and recreational system of sufficient size and quality to serve current and future needs, consonant with community expectations.*

The Thousand Oaks Boulevard corridor is considered the main downtown area of the City and is therefore a less appropriate location for developing a large park or recreational feature. No parks are located within the Specific Plan area. The Specific Plan area is served by the existing parks in close proximity to the Specific Plan area, including three neighborhood parks near the Specific Plan area. Future residential development would pay Quimby Act fees to the Conejo Recreation and Park District to help provide and improve neighborhood parks in the vicinity. Therefore, the proposed Specific Plan would not conflict with this goal.

*To develop appropriate additional tools enabling commercial, industrial and residential development to flourish in an efficient and compatible manner.*

The proposed Specific Plan customizes allowable land uses, development standards, and design guidelines to promote commercial development and mixed-use development within the Specific Plan area and to ensure appropriate transitions to other uses in proximity to the Specific Plan area. Potential conflicts between residential and non-residential land uses within a mixed-use context can be mitigated through the design and development standards set forth in the proposed Specific Plan. As a result, the proposed Specific Plan would not conflict with this goal.

*To provide a high quality environment, healthful and pleasing to the senses, which values the relationship between maintenance of ecological systems and the people's general welfare.*

The proposed Specific Plan provides for a pedestrian-friendly environment that promotes public health benefits. Aesthetically pleasing streetscapes are promoted through building and site design requirements and through a new selection of streetscape amenities. Sustainable design principles have also been integrated into the design guidelines and incentives program. For this reason, the proposed Specific Plan would not conflict with this goal.

## *Applicable Policies*

### **General Development Policies**

*The City's unique natural setting will be a guide to its future physical shape. In general, development will occur in the low-lying areas with the natural hills and mountains being preserved in open space. A ring of natural open space will be created around the City. The City will support and encourage open space/greenbelt buffers around it, separating the City from adjoining communities.*

The proposed Specific Plan concentrates development in existing urban areas of the City. The proposed Specific Plan also applies special provisions to parcels visible from the nearby freeway that will ensure appropriate development on higher ground that does not interfere with natural views. Although most of the Specific Plan area is relatively flat in terrain and already developed, there are some small areas of steeper slope (over 25 percent natural grade), comprising about 7.5 acres of land, located between Oakwood Drive and the Ventura Freeway, generally east of Erbes Road. Portions of five parcels are affected. City land development policies discourage grading of natural slopes over 25 percent grade.

The proposed Specific Plan does not explicitly propose different development standards (e.g., permitted uses, development density) for this area of steeper slopes, and therefore a significant environmental impact would occur if they are graded and developed in line with the proposed general land uses policies of the proposed Specific Plan. As a result, the proposed Specific Plan could conflict with this policy. This conflict represents a potentially significant impact.

*Through good design and the implementation of appropriate development tools, a freeway corridor image will be created making Thousand Oaks visually distinct from surrounding communities, retaining the special qualities of the landscape, viewshed and open space which originally attracted people to the area.*

The City has adopted specific Freeway Corridor Design Guidelines (Resolution 91-172) which help implement this policy City-wide, including within the Specific Plan area. Properties within 1,000 feet of a Freeway centerline are subject to these Guidelines, in addition to being subject to all other applicable development standards. In Section G(1) of Chapter 1, the proposed Specific Plan proposes to reduce the area specifically subject to the Freeway Corridor Design Guidelines to those properties that abut or are in the close viewshed of the Freeway (shown on Figure 3 of the proposed Specific Plan). Since land close to the Freeway will still be subject to the Guidelines, since all development within the Specific Plan area will be subject to the City's existing general architectural design guidelines, and since the Specific Plan area is for the most part already developed, the adoption of the proposed Specific Plan would not conflict with this policy.



*Major City gateways, where the Route 101 and 23 Freeways enter the City and streets interchange with the freeways, shall receive special aesthetic enhancement.*

The proposed Specific Plan includes detailed recommendations for major City gateways, including enhanced landscaping, signs, paving, and other streetscape features. Therefore, the proposed Specific Plan would not conflict with this policy.

*Highly intensive land uses-major industrial and commercial centers-should be located in proximity to or within easy access of the Ventura Freeway corridor.*

The proposed Specific Plan concentrates development along Thousand Oaks Boulevard within easy access of the Ventura Freeway. As a result, the proposed Specific Plan would not conflict with this policy.

### **Residential Policies**

*Medium Density: Medium density development shall mean from 4.6 to 15 dwelling units per net acre which may include townhouses, garden and condominium apartments and mobile home units. Medium density areas should be located predominantly near major centers of activity, with the exception of mobile home units which should be selectively located in appropriate settings.*

The proposed Specific Plan would allow mixed-use or stand-alone residential development from 10 units per acre up to the maximum allowed by the Zoning Ordinance (30 units per acre). The location of the proposed Specific Plan comprises existing and future major centers of activity, and is an appropriate location for such development, if properly planned and located to avoid conflict with non-residential development allowed by the proposed Specific Plan. Therefore, the proposed Specific Plan would not conflict with this policy.

*High Density: High density residential development will have a range of 15 to 30 dwelling units of any type per net acre and should be located primarily at sites accessible and close to major centers of activity and along the Ventura Freeway.*

The proposed Specific Plan would allow mixed-use or stand-alone residential development from 10 units per acre up to the maximum allowed by the Zoning Ordinance (30 units per acre). The location of the proposed Specific Plan comprises existing and future major centers of activity, and is an appropriate location for such development, if properly planned and located to avoid conflict with non-residential development allowed by the proposed Specific Plan. Therefore, the proposed Specific Plan would not conflict with this policy.

*Commercial/Residential: The Commercial/Residential designation in the Land Use Element shall mean that either residential or commercial land uses may be permitted on land so designated, provided that a Specific Plan has been adopted for the land and that the proposed uses are consistent with the uses authorized by the Specific Plan.*

Adoption of the proposed Specific Plan and related General Plan Amendment will change all areas within the Specific Plan area to the commercial/residential designation, except for the Zuniga Ridge Open space parcel. Therefore, the proposed Specific Plan would not conflict with this policy.

### **Commercial Policies**

*Major shopping centers and smaller neighborhood centers shall be sited at appropriate locations as dictated by density, access, convenience and need. Regional shopping centers shall be located within the Ventura Freeway corridor. Highway-oriented and other small commercial uses shall be situated at appropriate sites along major roadways.*

The proposed Specific Plan concentrates commercial uses at appropriate sites along Thousand Oaks Boulevard and near the Ventura Freeway. As a result, the proposed Specific Plan would not conflict with this policy.

*Strengthen the City's commercial core area by improving and enhancing retail, office and service uses.*

The proposed Specific Plan's allowable land uses, development standards, design guidelines, and streetscape design elements will improve and enhance the retail, office, and service uses opportunities offered in the core commercial downtown area of Thousand Oaks Boulevard. For this reason, the proposed Specific Plan would not conflict with this policy.

*Commercial development should comply with the City's height restrictions. Exceptions, through height overlays, may be appropriate under certain conditions.*

The proposed Specific Plan includes a set of building height regulations which would allow taller buildings than the existing zoning regulations for the area. Specifically, the proposed Specific Plan would allow a maximum average building height of 55 feet, not to exceed four stories. The current zoning regulations for the commercial, industrial, and P-L zoned areas provide a maximum height of 35 feet, which typically would facilitate a two-story or three-story building. As discussed in **Section 3.0, Project Description**, the proposed Specific Plan proposes an incentive program, including a program of adding desired amenities to an overall project in order to gain added building height. The adoption of the proposed Specific Plan with these different building height regulations would be the functional

equivalent of a height overlay, and as such constitute an exception to the City's general building height regulations. Therefore, the proposed Specific Plan would not conflict with this policy, subject to a determination by the City Council in approving the proposed Specific Plan that the specific allowable building heights and locations are appropriate, which can be made in this case because the Specific Plan area is considered the City's "downtown" area. More intensive uses, such as taller buildings and mixed uses, are often found in downtown areas.

*Strengthen the axis between the commercial core areas by improving and rebuilding unattractive and undeveloped areas along Thousand Oaks Boulevard.*

The primary goals of the proposed Specific Plan are to improve development along Thousand Oaks Boulevard through both aesthetic standards and development standards and to promote infill development. As a result, the proposed Specific Plan would not conflict with this policy.

#### **Commercial/Industrial Policies**

*Employment centers which provide industrial and commercial employment, consistent with community needs, shall be encouraged.*

Implementation of the proposed Specific Plan would encourage new commercial uses along Thousand Oaks Boulevard, which would increase the number of employment opportunities along the corridor. Industrial uses that are incompatible with the desired character of the Boulevard have been excluded from the Specific Plan area. For these reasons, the proposed Specific Plan would not conflict with this policy.

*Industrial development should comply with the City's height restrictions. Exceptions, through height overlays, may be appropriate under certain conditions.*

The proposed Specific Plan allows light manufacturing uses and regulates height according to development standards and incentives. Therefore, the proposed Specific Plan would not conflict with this policy.

### Recreational, Parks and Natural Open Space Policies

*A park/open space system will include existing and future parks, golf courses and natural open space areas, both in public and private ownership. The majority of natural open space acreage will be in public ownership.*

Implementation of the proposed Specific Plan would not increase or decrease the amount of recreational, parks, and natural open space areas; however, implementation of the proposed Specific Plan would encourage the development of smaller plazas and landscaped areas as amenities throughout the Specific Plan area. For this reason, these policies are not applicable.

*Neighborhood parks and open spaces should be located within walking distance of residential areas.*

The proposed Specific Plan recognizes three neighborhood parks near the Specific Plan area that currently serve the Specific Plan area. Implementation of the proposed Specific Plan would not result in additional neighborhood parks; however, implementation of the proposed Specific Plan would encourage the development of smaller plazas and landscaped areas as amenities throughout the Specific Plan area. For this reason, this policy is not applicable.

### Circulation Policies

*A mass transit system to provide City and area-wide circulation and meet community needs should be maintained and enhanced.*

To promote the use of transit the proposed Specific Plan recommends covered bus shelters with benches at all bus stops. In addition, the proposed Specific Plan recommends a comprehensive study of the transit system to determine the adequacy of existing transit service along Thousand Oaks Boulevard and whether any additional bus stops are needed. Therefore, the proposed Specific Plan would not conflict with this policy.

*A variety of transportation modes should be encouraged.*

Implementation of the proposed Specific Plan would support a variety of transportation modes. Features provided under the proposed Specific Plan include adequate travel lanes for automobiles and new facilities for bicycles, enhanced transit stops, and new and expanded sidewalks. As a result, the proposed Specific Plan would not conflict with this policy.

*A City-wide system of pedestrian and bicycle facilities that provide safe, continuous accessibility to all residential, commercial and industrial areas, to the trail system and to the scenic bike route system shall be provided and maintained.*

Implementation of the proposed Specific Plan would include new bicycle facilities and new and expanded sidewalks that would connect with existing residential neighborhoods to the north. For this reason, the proposed Specific Plan would not conflict with this policy.

*Local traffic should be moved through the City on arterial streets to protect collector and neighborhood streets from traffic impacts.*

Thousand Oaks Boulevard is a main arterial street through the City of Thousand Oaks and implementation of the proposed Specific Plan would include adequate travel lanes for automobiles, thus maintaining the corridor as an attractive route through the City. The proposed Specific Plan would not divert traffic into nearby residential neighborhoods. Therefore, the proposed Specific Plan would not conflict with this policy.

*Street improvements should focus on enhancing access to Thousand Oaks Boulevard, Moorpark Road and other major arterials.*

Street section design and streetscape amenities included in the proposed Specific Plan would enhance access to Thousand Oaks Boulevard. In addition, the enhancement of major intersections along Thousand Oaks Boulevard would increase access to major arterials, including Moorpark Road. Therefore, the proposed Specific Plan would not conflict with this policy.

*The City shall balance vehicular circulation requirements with aesthetic, pedestrian, bicycle and equestrian needs which affect the quality of life.*

Street section design and streetscape amenities included in the proposed Specific Plan would not only enhance the flow of traffic along Thousand Oaks Boulevard but would also improve the aesthetic environment along the corridor as well. Implementation of the proposed Specific Plan would support a variety of transportation modes. Features provided under the proposed Specific Plan include adequate travel lanes for automobiles and new facilities for bicycles, enhanced transit stops, and new and expanded sidewalks. As a result, the proposed Specific Plan would not conflict with this policy.

#### **Additional Policies**

*Aesthetics: As the City ages, it is important to maintain, improve and enhance the City's aesthetic appearance.*

Streetscape and landscaping amenities along with development standards and design guidelines included in the proposed Specific Plan would enhance the quality of the aesthetic environment along Thousand Oaks Boulevard. Therefore, the proposed Specific Plan would not conflict with this policy.

*Gateways: Gateways should present open, low-keyed, attractively landscaped entrances to the community.*

The proposed Specific Plan presents visions for gateways into the downtown that feature increased landscaping, signs, and other focal features. Therefore, the proposed Specific Plan would not conflict with this policy.

*Design and Environmental Review: Regulatory ordinances should be reviewed for their effect on physical design and the environment with special attention to avoidance of air, water, land and noise pollution and the preservation of the natural environment.*

The proposed Specific Plan would not conflict with any regulatory ordinances that address air, water, land, and noise pollution. As discussed in **Section 4.3, Air Quality**, individual projects within the Specific Plan area would be required to adhere to rules, regulations, and permitting requirements established by the Ventura County Air Pollution Control District. As discussed in **Section 4.13, Hydrology**, individual projects within the Specific Plan area would be required to comply with the current MS4 general National Pollutant Discharge Elimination System (NPDES) Permit standards. Finally, as discussed in **Section 4.4, Noise**, individual projects within the Specific Plan area would be required to comply with the City's noise ordinance. As a result, the proposed Specific Plan would not conflict with this policy.

### ***Mitigation Measures***

- MM 4.1-1** Add specific text and/or land use designations to the proposed Specific Plan to preclude development of existing natural slopes over 25 percent grade from development, pursuant to the City's general land development policies.
- MM 4.1-2** Add an Open Space land use category to proposed Specific Plan to designate Zuniga Ridge as open space.

### ***Residual Impact***

Impacts would be reduced to a less than significant level. (Class II)

**Impact 4.1-4** Future development that may result from the adoption of the proposed Specific Plan would not conflict with goals and policies contained in the redevelopment plan for the Thousand Oaks Boulevard Redevelopment Project Area.

The Redevelopment Plan for the Thousand Oaks Boulevard Project Area contains certain objectives that pertain to redevelopment in the project area, as it may be affected by the proposed Specific Plan.

These objectives are listed below in bold type by element, and are followed by a discussion of project consistency. The final authority for interpretation of these objectives and determination of the consistency of the proposed Specific Plan with the Redevelopment Plan for the Thousand Oaks Boulevard Project Area rests with the City Council.

**Objective 1** *Eliminate blighting influences in the Project Area, including obsolete and deteriorating buildings, inadequate public utilities, depreciated values, and other environmental, economic and social deficiencies.*

Planned streetscape and intersection enhancements as well as development standards and design guidelines included in the proposed Specific Plan would enhance new development along Thousand Oaks Boulevard, thus increasing the value of the land along the corridor. As land values increase, pressure would be placed on the owners of obsolete and deteriorating buildings to either redevelop and replace these buildings or sell their property to others who would redevelop or replace these buildings. Therefore, the proposed Specific Plan would not conflict with this objective.

**Objective 2** *Provide needed site improvements to stimulate development in the Project Area.*

Planned streetscape and intersection enhancements as well as development standards and design guidelines included in the proposed Specific Plan would increase land values along Thousand Oaks Boulevard, and thus stimulate development within the Specific Plan area. As a result, the proposed Specific Plan would not conflict with this objective.

**Objective 3** *Encourage and provide for public and private projects which will encourage the economic and cultural environment of the Thousand Oaks Boulevard project area, including a cultural facility and a hotel and conference facility.*

The Specific Plan's allowable land uses, development standards, design guidelines, and streetscape design elements would serve to facilitate redevelopment along the Thousand Oaks Boulevard corridor. The Redevelopment Agency has successfully implemented the Civic Arts Plaza project, which includes cultural and civic facilities, within a separate specific plan area adjacent to the proposed Thousand Oaks

Boulevard Specific Plan. Future development within the Specific Plan area will support, and be supported by the Civic Arts Plaza Specific Plan. As a result, the proposed Specific Plan would not conflict with this objective.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant (Class III).

Another threshold of significance identified in the *CEQA Guidelines* and listed in the Thresholds of Significance subsection above, relating to a conflict with any applicable habitat conservation plan or natural community conservation plan is not applicable. The Specific Plan area is not located within any habitat conservation plan or natural community conservation plan area.

## **CUMULATIVE IMPACTS**

Future development within the proposed 345-acre Thousand Oaks Boulevard Specific Plan area is expected to comprise about 375 dwelling units and approximately 1.2 million square feet of non-residential gross floor area, over and above existing conditions. The 375 residential units and about 612,000 square feet of commercial development is estimated to be over and above what the current General Plan designation and zoning would allow, and is thus attributable to the development standards of the proposed Specific Plan.

The proposed Specific Plan is expected to change the planned land use of the area, but primarily through redevelopment and infill projects, since most of the Specific Plan area is already urban in nature. In that sense, the proposed Specific Plan does not represent a change in the basic character of the area. Further, this area is a unique district in the City, which has been considered for improvement and redevelopment for many years.

As discussed in the various sub-sections of **Section 4.0, Environmental Impact Analysis**, the cumulative impact analysis in this EIR considers the effect of applicable related projects within the City of Thousand Oaks in combination with the effect of development within the Specific Plan area. Land use within the City of Thousand Oaks, adjacent cities, and unincorporated Ventura County has been considered in regional plans and jurisdictional General Plans. The proposed Specific Plan does not conflict with regional planning projections. For these reasons, the adoption of the proposed Specific Plan and corresponding General Plan amendment will not have significant cumulative land use impact.



## 4.2 TRAFFIC AND CIRCULATION

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### INTRODUCTION

*This section presents an overview of the existing traffic and circulation system in the City of Thousand Oaks. It also discusses the potential impacts to traffic and circulation from the implementation of the Thousand Oaks Boulevard Specific Plan (Specific Plan or Specific Plan area). Where impacts are identified, mitigation measures are recommended to reduce such impacts to acceptable levels. The section summarizes the findings of a traffic impact analysis prepared by RBF Consulting in April 2011. A copy of the traffic impact analysis is provided in Appendix 4.2 of this EIR.*

### ENVIRONMENTAL SETTING

#### Regional Highway System

The Ventura Freeway (US-101) and Thousand Oaks Freeway (SR-23) provide regional access in the project vicinity. A brief description of each freeway is provided below.

##### *US 101 (Ventura Freeway)*

US-101 is a four- to 10-lane freeway, traversing the west coast of the United States in a north-south orientation. US-101 originates in Los Angeles, California at Interstate 10 (I-10) and continues north to its terminus in Olympia, Washington. It crosses through the Specific Plan area and provides access to it via ramps at Hampshire Road, Rancho Road, and Moorpark Road.

##### *State Route 23 (Thousand Oaks Freeway)*

SR-23 is a four to six-lane freeway running north south. SR-23 originates in the City of Malibu at State Route 1 and terminates in the City of Fillmore at State Route 126. SR-23 is constructed as a grade-separated freeway facility for approximately 8 miles from US-101 to State Route 118 in the City of Moorpark. SR-23 has an interchange with US-101 within the Specific Plan area, and access to the Specific Plan area is provided by ramps at Hillcrest Drive.

#### Surface Street System

Surface street access to the Specific Plan area is provided via Thousand Oaks Boulevard, and other cross-streets that link it to the City's arterial street system.

The following 17 intersections were selected for analysis by the City of Thousand Oaks in order to determine potential traffic impacts of growth that would be allowed by the proposed Specific Plan:

- 1. Moorpark Rd/Hillcrest Dr. (signalized)
- 2. Moorpark Rd/Thousand Oaks Blvd (signalized)
- 5. Hodencamp Rd/Hillcrest Dr. (signalized)
- 6. Hodencamp Rd/Thousand Oaks Blvd (signalized)
- 9. Rancho Rd/Hillcrest Dr. (signalized)
- 10. Rancho Rd/Thousand Oaks Blvd (signalized)
- 13. Erbes Rd/Hillcrest Dr. (signalized)
- 14. Erbes Rd/Thousand Oaks Blvd (signalized)
- 15. Conejo School Rd/Hillcrest Dr. (signalized)
- 16. Conejo School Rd/Thousand Oaks Blvd (signalized)
- 17. Skyline Dr./Hillcrest Dr. (one-way stop controlled)
- 18. Skyline Dr./Thousand Oaks Blvd (signalized)
- 19. Hampshire Rd/Thousand Oaks Blvd (signalized)
- 22. Duesenberg Dr./Hillcrest Dr. (signalized)
- 23. Duesenberg Dr./Thousand Oaks Blvd (signalized)
- 24. Westlake Blvd/Hillcrest Dr. (signalized)
- 25. Westlake Blvd/Thousand Oaks Blvd (signalized)

In addition, the California Department of Transportation (Caltrans) selected the following 10 Freeway ramp intersections with City streets for analysis in order to determine potential traffic impacts of the proposed Specific Plan on the state highway system. All of these intersections are currently signalized, except number 12, the Rancho Road southbound Ramps

- 3. Moorpark Road/US 101 Northbound Ramps
- 4. Moorpark Road/US 101 Southbound Ramps
- 7. Route 23 Southbound Off-Ramp/Hillcrest Drive

- 8. Route 23 Northbound On-Ramp/Hillcrest Drive
- 11. Rancho Road/US 101 Northbound Ramps
- 12. Rancho Road/US 101 Southbound Ramps
- 20. Hampshire Road/US 101 Northbound Ramps
- 21. Hampshire Road/US 101 Southbound Ramps
- 26. Westlake Boulevard/US 101 Northbound Ramps
- 27. Westlake Boulevard/US 101 Southbound Ramps

The locations of these study intersections, as numbered above, are depicted in **Figure 4.2-1, Specific Plan Boundary and Study Intersection Locations**.

### ***Roadway Descriptions***

Brief descriptions of the City streets within and serving the Specific Plan area are provided below:

#### **Thousand Oaks Boulevard**

This street is striped as a four-lane divided roadway trending east-west through the study area with a left-turn pocket provided at intersections, a continuous left-turn lane between Moorpark Road and Duesenberg Drive and a raised landscaped median between Dallas Drive and Conejo School Road. East of Duesenberg Drive, Thousand Oaks Boulevard is striped as a four- or six-lane, divided roadway with a raised landscaped median. Thousand Oaks Boulevard allows some on-street parking in both directions throughout the study area.

#### **Westlake Boulevard**

This street is a six-lane divided arterial highway with a raised landscaped median, trending in a north-south direction. Westlake Boulevard, located in the easterly part of the study area but not within the Specific Plan area, provides regional access via an interchange with US-101. South of the US 101 Northbound Ramps, Westlake Boulevard is a State Highway (SR-23) under Caltrans jurisdiction.

#### **Hillcrest Drive**

This street is located north of the Specific Plan area trending in an east-west direction, and is a four-lane divided roadway, with a raised and landscaped median, between Moorpark Road and Hodencamp Road. East of Hodencamp Road, Hillcrest Drive is a four-lane undivided roadway with left-turn pockets at several intersections, transitioning to a two lane divided roadway with a continuous left-turn lane east of

Duesenberg Drive. Hillcrest Drive terminates just east of Westlake Boulevard. Some parking is allowed on Hillcrest Drive.

### **Moorpark Road**

Between Thousand Oaks Boulevard and Hillcrest Drive, this street is a five-lane divided roadway with a raised median trending north-south with (three northbound lanes and two southbound lanes). From Thousand Oaks Boulevard to the US 101 Freeway, Moorpark Road is a six-lane divided roadway with a raised median. Moorpark Road provides regional access via an interchange with US-101.

### **Boardwalk Avenue**

This street is a two-lane divided roadway with a continuous left-turn lane trending in a north-south direction. Boardwalk Avenue terminates on the south at Thousand Oaks Boulevard and terminates on the north at Hillcrest Drive. On-street parking is provided in both directions of Boardwalk Avenue.

### **Hodencamp Road**

This street is a four-lane divided roadway with on-street parking allowed and a raised landscaped median, trending in a north-south direction. Hodencamp Road terminates on the south at Thousand Oaks Boulevard.

### **Rancho Road**

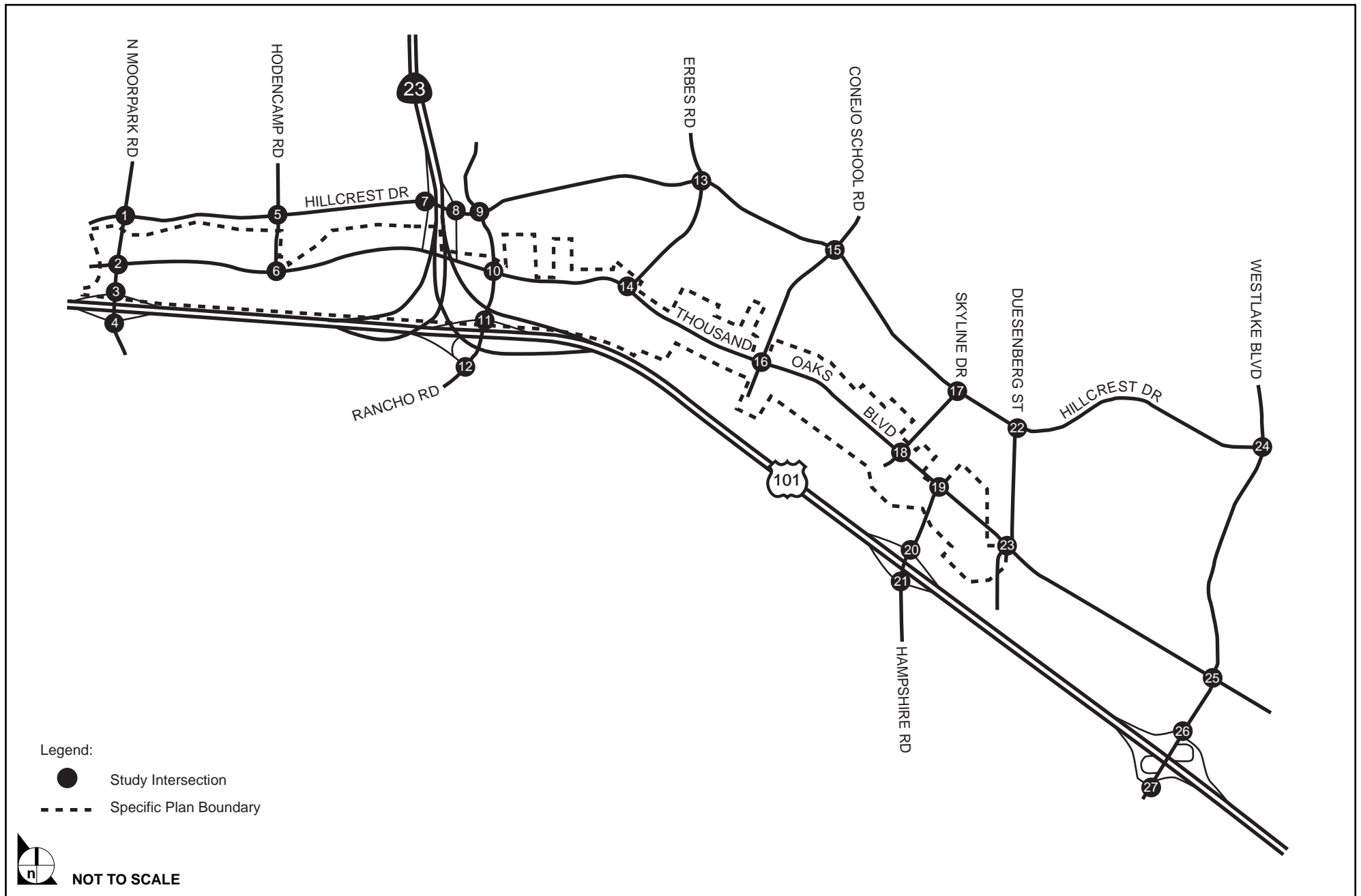
This street is a four-lane divided roadway with a continuous left-turn lane trending north-south. North of Thousand Oaks Boulevard, on-street parking is allowed in the southbound direction. Rancho Road provides regional access via an interchange with US-101.

### **Erbes Road**

This street is a two-lane undivided roadway, trending in a north-south direction. On-street parking is allowed in some areas between Hillcrest Drive and Thousand Oaks Boulevard in the study area. Erbes Road terminates on the south at Thousand Oaks Boulevard.

### **Conejo School Road**

This street is a two-lane undivided roadway, trending in a northeast-southwest direction. On-street parking is allowed at a few locations.



SOURCE: RBF Consulting – April 2011

FIGURE 4.2-1

Specific Plan Boundary and Study Intersection Locations

### **Skyline Drive**

This street is a two-lane undivided roadway, trending in a north-south direction with on-street parking allowed on both sides of the street. Skyline Drive terminates on the north at Hillcrest Drive.

### **Hampshire Road**

This street is a four-lane divided roadway with a raised landscaped median, trending in a north-south direction. Hampshire Road terminates on the north at Thousand Oaks Boulevard. Hampshire Road provides regional access via an interchange with US-101.

### **Duesenberg Drive**

This street is a two-lane divided roadway with a continuous left-turn lane, trending in a north-south direction. Duesenberg Drive terminates on the north at Hillcrest Drive. South of Los Feliz Drive on-street parking is provided on both sides of the street.

## **Level of Service Methodology**

The traffic analysis evaluates traffic conditions and the potential impact of the proposed Specific Plan at intersections of City streets, and also at intersections involving State Highway (SR 101 and SR 23) Ramps with City streets. The Level of Service (LOS) methodologies used for the two sets of intersections are different, and are described below. The City's standard for analyzing traffic conditions and evaluating the effect of proposed projects on those conditions relates to intersection operation, as the highest cumulative volumes and likelihood of congestion is found at intersections.

LOS is commonly used as a qualitative description of intersection operation and involves a comparison of the capacity of the intersection to handle traffic, and the volume of traffic using the intersection. There are different calculation methodologies for signalized and unsignalized intersections. For intersections under City jurisdiction, the City of Thousand Oaks uses the Intersection Capacity Utilization (ICU) analysis methodology for signalized intersections, and the 2000 Highway Capacity Manual (HCM) Operational Analysis Methodology for unsignalized intersections. In addition, Caltrans utilizes the HCM intersection analysis methodology to analyze the LOS operation of the State Highway study intersections.

The ICU analysis methodology first calculates the Volume/Capacity (V/C) ratio, and then describes the operation of a signalized intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the calculated V/C ratio, as shown in **Table 4.2-1, ICU Level of Service Definitions for Surface Street Signalized Intersections**, below.

The 2000 Highway Capacity Manual (HCM) Operational Analysis Methodology is used to evaluate the operation of unsignalized intersections on City streets. It is also used for all intersections involving State Highways (SR 101 and SR23).

**Table 4.2-1**  
**ICU Level of Service Definitions for Surface Street Signalized Intersections**

| V/C Ratio        | LOS |
|------------------|-----|
| ≤ 0.60           | A   |
| < 0.60 to ≤ 0.70 | B   |
| < 0.70 to ≤ 0.80 | C   |
| < 0.80 to ≤ 0.90 | D   |
| < 0.90 to ≤ 1.00 | E   |
| > 1.00           | F   |

Source: RBF Consulting

For this methodology, the LOS is based on the average delay experienced per vehicle to pass through the intersection. The LOS delay ranges, and their corresponding LOS are summarized in **Table 4.2-2, Level of Service Definitions Using HCM Methodology**, below. As can be seen, this methodology has different delay ranges associated with a given LOS for signalized and unsignalized intersections.

**Table 4.2-2**  
**Level of Service Definitions Using HCM Methodology**

| Average Delay (seconds/vehicle) |                            | LOS |
|---------------------------------|----------------------------|-----|
| Signalized Intersections        | Unsignalized Intersections |     |
| 0 -10.0                         | 0-10.0                     | A   |
| 10.01-20.0                      | 10.01-15.0                 | B   |
| 20.01-35.0                      | 15.01-25.0                 | C   |
| 35.01-55.0                      | 25.01-35.0                 | D   |
| 55.01-80.0                      | 35.01-50.0                 | E   |
| > 80.0                          | > 50.01                    | F   |

Source: RBF Consulting

## Existing Traffic Conditions

### *Surface Street Intersections*

To determine the baseline existing operation of the study area intersections, weekday AM and PM peak hour intersection movement counts were collected in January 2010. The study area has been split into two areas for mapping purposes for clarity. **Figure 4.2-2, Area 1 –Existing Conditions AM/PM Peak Hour Intersection Volumes**, shows existing AM and PM peak hour volumes at the study intersections in Area 1, the westerly portion of the Specific Plan area – from Moorpark Road to Erbes Road, while **Figure 4.2-3, Area 2 –Existing Conditions AM/PM Peak Hour Intersection Volumes**, shows existing AM and PM peak hour volumes at the study intersections in Area 2, the easterly portion from Erbes Road to Duesenberg Drive. As shown in **Table 4.2-3, Surface Street Existing Conditions Intersection Peak Hour V/C Ratio and LOS**, all of the study intersections are presently operating at LOS C or better during the AM and PM peak hours under existing conditions. Note that the unsignalized intersection (No. 17 – Skyline and Hillcrest) is evaluated using the HCM average delay methodology.

**Table 4.2-3**  
**Surface Street Existing Conditions**  
**Intersection Peak Hour V/C Ratio and LOS**

| Study Intersection                       | AM Peak Hour   |     | PM Peak Hour   |     |
|--|----------------|-----|----------------|-----|
|  | V/C<br>(Delay) | LOS | V/C<br>(Delay) | LOS |
| 1 – Moorpark Rd/Hillcrest Dr.            | 0.41           | A   | 0.61           | B   |
| 2 – Moorpark Rd/Thousand Oaks Blvd       | 0.34           | A   | 0.53           | A   |
| 5 – Hodencamp Rd/Hillcrest Dr.           | 0.33           | A   | 0.51           | A   |
| 6 – Hodencamp Rd/Thousand Oaks Blvd      | 0.17           | A   | 0.30           | A   |
| 9 – Rancho Rd/Hillcrest Dr.              | 0.42           | A   | 0.37           | A   |
| 10 – Rancho Rd/Thousand Oaks Blvd        | 0.41           | A   | 0.51           | A   |
| 13 – Erbes Rd/Hillcrest Dr.              | 0.54           | A   | 0.57           | A   |
| 14 – Erbes Rd/Thousand Oaks Blvd         | 0.33           | A   | 0.42           | A   |
| 15 – Conejo School Rd/Hillcrest Dr.      | 0.45           | A   | 0.39           | A   |
| 16 – Conejo School Rd/Thousand Oaks Blvd | 0.34           | A   | 0.45           | A   |
| 17 – Skyline Dr./Hillcrest Dr.           | (17.4)         | C   | (22.0)         | C   |
| 18 – Skyline Dr./Thousand Oaks Blvd      | 0.37           | A   | 0.52           | A   |
| 19 – Hampshire Rd/Thousand Oaks Blvd     | 0.76           | C   | 0.78           | C   |
| 22 – Duesenberg Dr./Hillcrest Dr.        | 0.34           | A   | 0.31           | A   |
| 23 – Duesenberg Dr./Thousand Oaks Blvd   | 0.36           | A   | 0.57           | A   |



| Study Intersection                    | AM Peak Hour   |     | PM Peak Hour   |     |
|---------------------------------------|----------------|-----|----------------|-----|
|                                       | V/C<br>(Delay) | LOS | V/C<br>(Delay) | LOS |
| 24 – Westlake Blvd/Hillcrest Dr.      | 0.49           | A   | 0.44           | A   |
| 25 – Westlake Blvd/Thousand Oaks Blvd | 0.47           | A   | 0.63           | B   |

Source: RBF Consulting

### State Highway Intersections

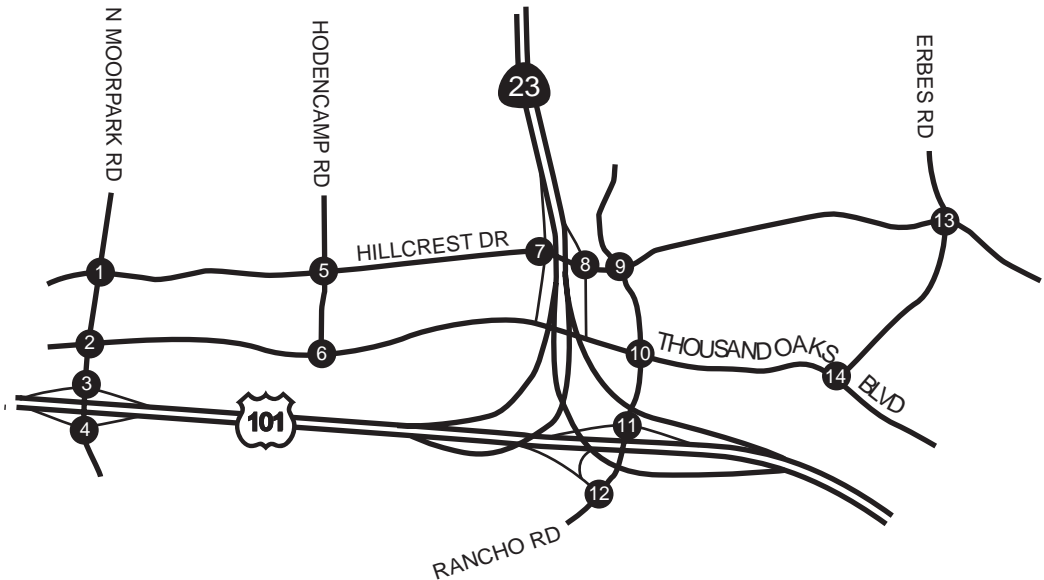
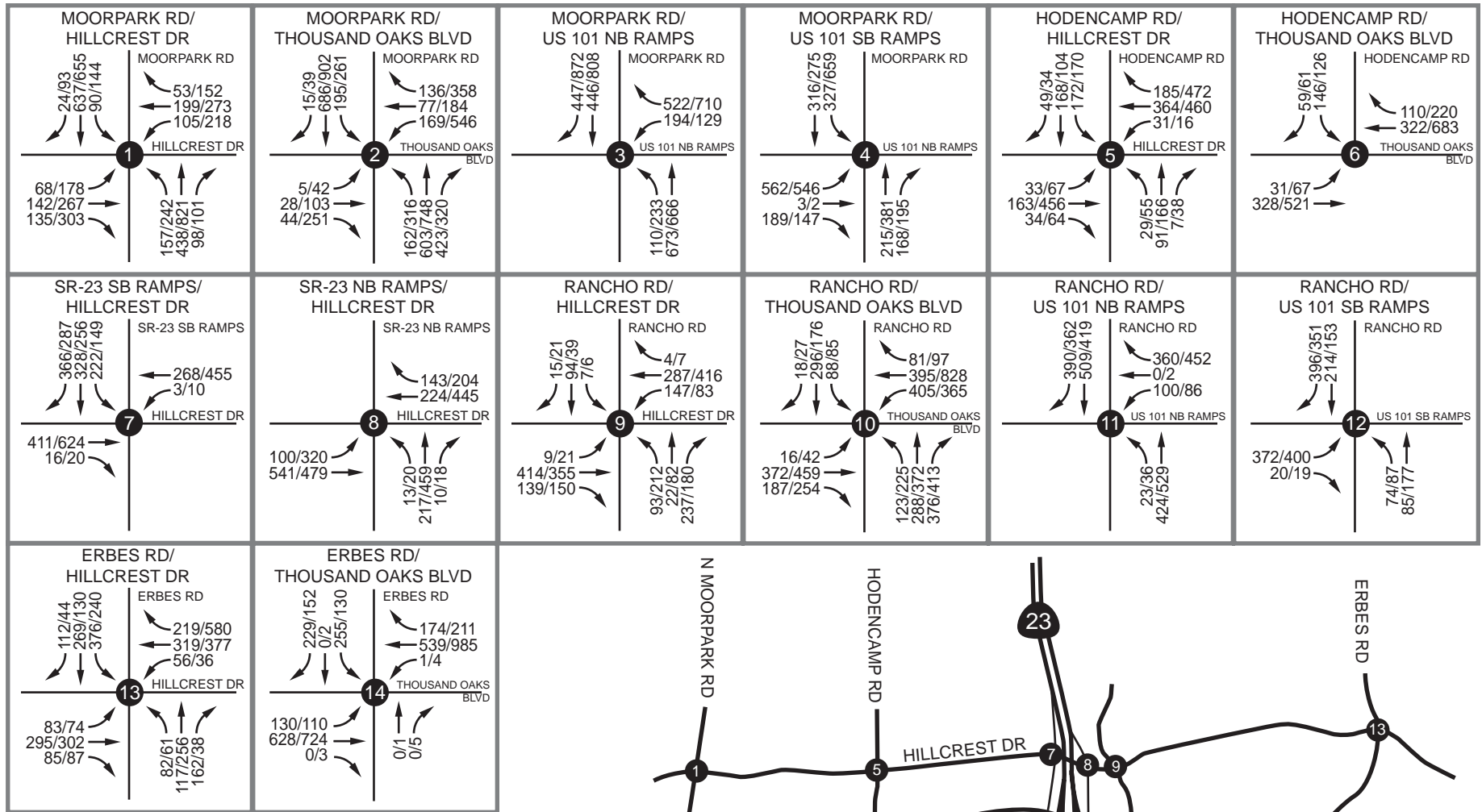
**Table 4.2-4, State Highway Existing Conditions – Intersection Peak Hour Average Delay and LOS,** summarizes existing conditions AM and PM peak hour LOS at the State Highway study intersections. As shown, the State Highway study intersections are currently operating at an acceptable LOS (LOS C or better) according to Caltrans measures of effectiveness.

**Table 4.2-4**  
**State Highway Existing Conditions**  
**Intersection Peak Hour Average Delay and LOS**

| Study Intersection                 | AM Peak Hour |     | PM Peak Hour |     |
|------------------------------------|--------------|-----|--------------|-----|
|                                    | Delay        | LOS | Delay        | LOS |
| 3 – Moorpark Rd/US 101 NB Ramps    | 23.5         | C   | 26.3         | C   |
| 4 – Moorpark Rd/US 101 SB Ramps    | 24.3         | C   | 26.7         | C   |
| 7 – Rt 23 SB Off-Ramp/Hillcrest Dr | 17.8         | B   | 18.5         | B   |
| 8 – Rt 23 NB On-Ramp/Hillcrest Dr  | 17.6         | B   | 25.0         | C   |
| 11 – Rancho Rd/US 101 NB Ramps     | 8.5          | A   | 9.1          | A   |
| 12 – Rancho Rd/US 101 SB Ramps     | 14.6         | B   | 16.5         | C   |
| 20 – Hampshire Rd/US 101 NB Ramps  | 19.6         | B   | 25.5         | C   |
| 21 – Hampshire Rd/US 101 SB Ramps  | 28.1         | C   | 28.6         | C   |
| 26 – Westlake Blvd/US 101 NB Ramps | 18.0         | B   | 18.3         | B   |
| 27 – Westlake Blvd/US 101 SB Ramps | 25.3         | C   | 25.6         | C   |

Source: RBF Consulting

**Note:** Delay Shown in seconds. WB = Westbound, EB = Eastbound.



Legend:

XX/XX AM/PM Intersection Volumes

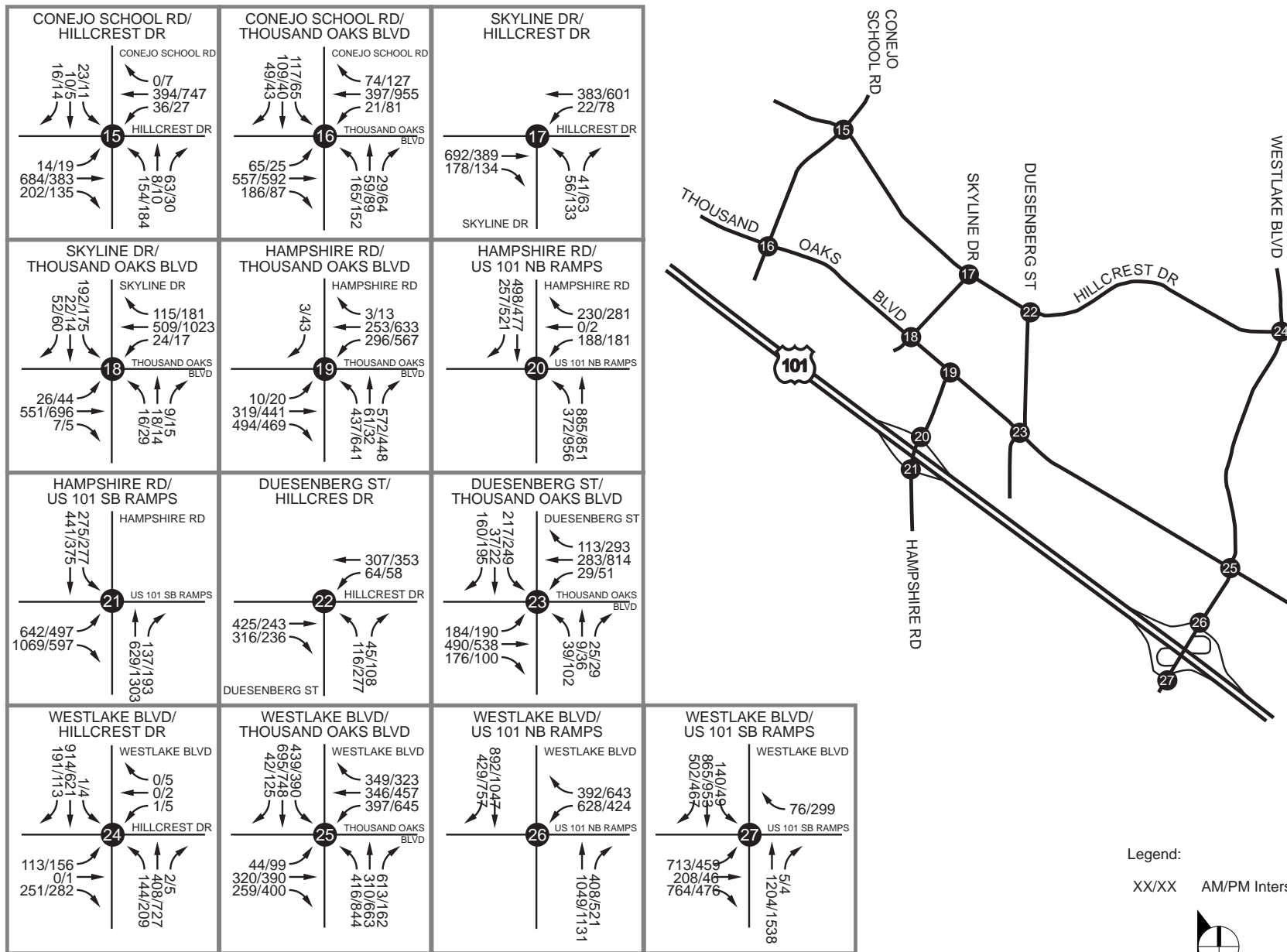


NOT TO SCALE

SOURCE: RBF Consulting – April 2011

FIGURE 4.2-2

Area 1 – Existing Conditions AM/PM Peak Hour Intersection Volumes



SOURCE: RBF Consulting – April 2011

FIGURE 4.2-3

Area 2 –Existing Conditions AM/PM Peak Hour Intersection Volumes

## Existing Transit Service

Thousand Oaks Transit is the main bus service within the City of Thousand Oaks. Thousand Oaks Transit has three bus routes serving the Specific Plan area. These routes are the Green Route, Red Route, and the Blue Route. Collectively these routes provide access to most areas of Thousand Oaks as well as providing connection to regional bus services. A majority of bus stops within the Specific Plan area provide benches or covered benches, though some stops are marked by signs only. Main transfer points are the City's Transportation Center, located just south of the Specific Plan area on Rancho Road, and the Oaks Shopping Center, located just west of the Specific Plan area.

## REGULATORY FRAMEWORK

### Local

#### *General Plan*

The City of Thousand Oaks regulates traffic and circulation through the implementation of adopted policies and programs within the *City of Thousand Oaks General Plan*, which prescribes goals, policies and action items to regulate traffic within the City. The General Plan<sup>1</sup> contains policy statements that serve as a framework for evaluating proposed projects in regard to their potential to effect proposed development within the City. Development in the City would be reviewed for consistency with these policies. Policies related to circulation are as follows:

- A "T" shaped highway system-the Route 101 and Route 23 Freeways-shall continue to provide a primary link with other regional communities and serve as major connectors within the local street and highway system.
- Improvements to local freeways minimizing diversion of through traffic to City streets shall be encouraged.
- A mass transit system to provide City and area-wide circulation and meet community needs should be maintained and enhanced.
- A variety of transportation modes should be encouraged.
- A City-wide system of pedestrian and bicycle facilities that provide safe, continuous accessibility to all residential, commercial and industrial areas, to the trail system and to the scenic bike route system shall be provided and maintained.

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<sup>1</sup> City of Thousand Oaks, *General Plan Goals and Policies*, as amended by Resolution 94-218, adopted October 11, 1994.

- Local traffic should be moved through the City on arterial streets to protect collector and neighborhood streets from traffic impacts.
- Access to industrial areas shall be via major arterials to minimize impacts to residential areas.
- Street improvements should focus on enhancing access to Thousand Oaks Boulevard, Moorpark Road and other major arterials.
- The City shall balance vehicular circulation requirements with aesthetic, pedestrian, bicycle and equestrian needs, which affect the quality of life.
- The City shall maintain a Level of Service C on all roads and at all intersections. Lower levels of service may be tolerated to preserve or enhance landscaping and aesthetic integrity.

### ***Resolution 2011-2012***

City Council Resolution 2011-012, adopted March 22, 2011, addresses both the City's acceptable levels of service (LOS), and the different methodologies to be used to calculate LOS at intersections that are under City jurisdiction and intersections involving State Highways that are under Caltrans jurisdiction. The LOS standards are consistent with the General Plan policy stated above.

## **ENVIRONMENTAL IMPACTS**

### **Thresholds of Significance**

The following thresholds for determining the significance of impacts related to traffic and circulation are contained in the environmental checklist form contained in Appendix G of the most recent update of the *California Environmental Quality Act (CEQA) Guidelines*. A significant impact would occur with full implementation of the proposed Specific Plan if it would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.

- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

### ***City of Thousand Oaks Performance Criteria***

As stated above, Resolution 2011-012, in combination with the Goals and Policies of the General Plan related to the Circulation Element, as articulated in Resolution 94-218, establish LOS C as the City's performance criteria.

### ***City of Thousand Oaks Thresholds of Significance***

The City of Thousand Oaks defines a significant traffic project impact as an increase in the V/C ratio of 2 percent or greater at intersections operating at LOS C or worse.

### ***Caltrans State Highway Intersection Analysis***

While Caltrans has not established traffic thresholds of significance, for the purpose of this analysis, a significant project impact occurs at a State Highway study intersection when the addition of project-generated trips causes the peak hour LOS to change from acceptable operation (LOS A, B, or C) to deficient operation (LOS D, E, or F).

## **Impact Analysis**

|                  |   |
|------------------|---|
| <b>Threshold</b> | <b>Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.</b> |
|------------------|---|

|                     |  |
|---------------------|--|
| <b>Impact 4.2-1</b> | <b>Future development that may result from the adoption of the proposed Specific Plan may conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the surface street intersections. While proposed mitigation is available to ensure that implementation of the proposed Specific Plan would not result in any conflicts at some intersections, this mitigation may be economically infeasible and would potentially conflict with objectives of the Specific Plan to maintain on-street parking and create a pedestrian-friendly environment. (Class I)</b> |
|---------------------|--|

To determine the potential direct traffic impact from additional development that would be allowed by the proposed Specific Plan, as described in **Section 3.0, Project Description** and as tabulated in Appendix C of the RBF Traffic analysis (**Appendix 4.2** of this EIR), the additional traffic generated by this growth was calculated and added to existing traffic conditions. The data includes both future development within the Specific Plan area estimated to occur under current General Plan designations, and additional development projected as a result of adoption of the Specific Plan and its companion General Plan amendment. This analysis assumed that the existing lane configurations remain at all intersections studied.

As noted earlier, this part of the analysis deals only with intersections under City jurisdiction. Intersections under Caltrans jurisdiction (e.g., Freeway ramps) are analyzed separately later in this section.

These “existing conditions plus Specific Plan traffic volumes” are shown in **Figure 4.2-4, Area 1 – Proposed Specific Plan Conditions AM/PM Peak Hour Intersection Volumes** and **Figure 4.2-5, Area 2 – Proposed Specific Plan Conditions AM/PM Peak Hour Intersection Volumes**. As noted earlier, the proposed Specific Plan was split into two areas – west and east – for clarity of mapping traffic information.

**Table 4.2-5, Specific Plan Direct Traffic Impact – City Street Intersections**, displays (1) existing AM and PM peak hour Volume/Capacity (V/C) ratios (or “Delay” in seconds, if an unsignalized intersection) and LOS at intersections under City jurisdiction, (2) the same information with the Specific Plan-generated traffic added, and (3) whether or not the direct impact of Specific Plan traffic constitutes a significant impact, considering the threshold of significance stated above.

As shown in **Table 4.2-5**, four study intersections are forecast to operate at a deficient LOS (LOS D or worse) with the Specific Plan traffic added, and assuming that the existing lane configurations and traffic controls at these intersections are maintained as is:

- Rancho Road/Thousand Oaks Boulevard (PM peak hour only)
- Skyline Drive/Hillcrest Drive (PM peak hour only)
- Hampshire Road/Thousand Oaks Boulevard (both AM and PM peak hours)
- Westlake Boulevard/Thousand Oaks Boulevard (PM peak hour only)

**Table 4.2-5**  
**Specific Plan Direct Traffic Impact – City Street Intersections**

| Study Intersection                           | Existing Conditions            |     |                                |     | Existing Plus<br>Proposed Specific Plan Conditions |          |                                |          | Significant<br>Impact? |
|--|--------------------------------|-----|--------------------------------|-----|--|----------|--------------------------------|----------|------------------------|
|  | AM Peak Hour<br>V/C<br>(Delay) | LOS | PM Peak Hour<br>V/C<br>(Delay) | LOS | AM Peak Hour<br>V/C<br>(Delay)                     | LOS      | PM Peak Hour<br>V/C<br>(Delay) | LOS      |                        |
| 1 – Moorpark Rd/Hillcrest Dr.                | 0.41                           | A   | 0.61                           | B   | 0.46   | A        | 0.71                           | C        | Yes                    |
| 2 – Moorpark Rd/Thousand Oaks Blvd           | 0.34                           | A   | 0.53                           | A   | 0.51   | A        | 0.70                           | B        | No                     |
| 5 – Hodencamp Rd/Hillcrest Dr.               | 0.33                           | A   | 0.51                           | A   | 0.34   | A        | 0.54                           | A        | No                     |
| 6 – Hodencamp Rd/Thousand Oaks Blvd          | 0.17                           | A   | 0.30                           | A   | 0.24   | A        | 0.53                           | A        | No                     |
| 9 – Rancho Rd/Hillcrest Dr.                  | 0.42                           | A   | 0.37                           | A   | 0.44   | A        | 0.46                           | A        | No                     |
| <b>10 – Rancho Rd/Thousand Oaks Blvd</b>     | 0.41                           | A   | 0.51                           | A   | 0.59   | A        | <b>0.88</b>                    | <b>D</b> | Yes                    |
| 13 – Erbes Rd/Hillcrest Dr.                  | 0.54                           | A   | 0.57                           | A   | 0.61   | B        | 0.73                           | C        | Yes                    |
| 14 – Erbes Rd/Thousand Oaks Blvd             | 0.33                           | A   | 0.42                           | A   | 0.46   | A        | 0.70                           | B        | No                     |
| 15 – Conejo School Rd/Hillcrest Dr.          | 0.45                           | A   | 0.39                           | A   | 0.48   | A        | 0.49                           | A        | No                     |
| 16 – Conejo School Rd/Thousand Oaks Blvd     | 0.34                           | A   | 0.45                           | A   | 0.44   | A        | 0.72                           | C        | Yes                    |
| <b>17 – Skyline Dr./Hillcrest Dr.</b>        | (17.4)                         | C   | (22.0)                         | C   | (18.0)   | C        | <b>(30.6)</b>                  | <b>D</b> | Yes                    |
| 18 – Skyline Dr./Thousand Oaks Blvd          | 0.37                           | A   | 0.52                           | A   | 0.48   | A        | 0.72                           | C        | Yes                    |
| <b>19 – Hampshire Rd/Thousand Oaks Blvd</b>  | 0.76                           | C   | 0.78                           | C   | <b>0.86</b>  | <b>D</b> | <b>1.05</b>                    | <b>F</b> | Yes                    |
| 22 – Duesenberg Dr./Hillcrest Dr.            | 0.34                           | A   | 0.31                           | A   | 0.35   | A        | 0.35                           | A        | No                     |
| 23 – Duesenberg Dr./Thousand Oaks Blvd       | 0.36                           | A   | 0.57                           | A   | 0.46   | A        | 0.71                           | C        | Yes                    |
| 24 – Westlake Blvd/Hillcrest Dr.             | 0.49                           | A   | 0.44                           | A   | 0.49   | A        | 0.44                           | A        | No                     |
| <b>25 – Westlake Blvd/Thousand Oaks Blvd</b> | 0.47                           | A   | 0.63                           | B   | 0.56   | A        | <b>0.85</b>                    | <b>D</b> | Yes                    |

Source: RBF Consulting

Note: Intersections where the projected level of service (LOS) is LOS D or worse are shown in **bold**.



As also shown in Table 4.2-5, a total of five other study intersections are forecast to be significantly impacted under forecast conditions, based on the City of Thousand Oaks' specific thresholds of significance. These intersections are denoted by a "Yes" in the "Significant Impact?" column and "C" in the applicable "LOS" column, and include:

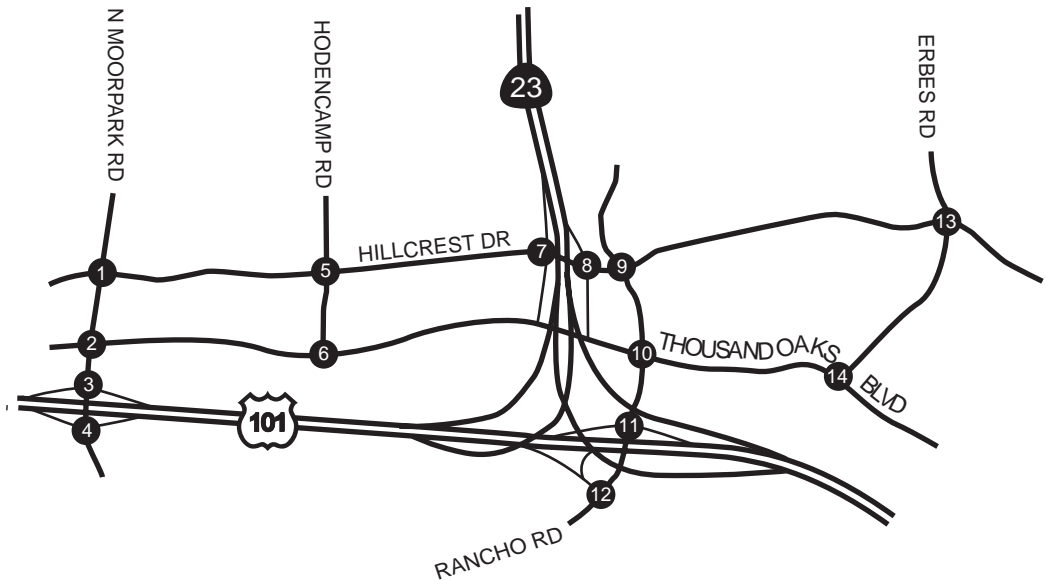
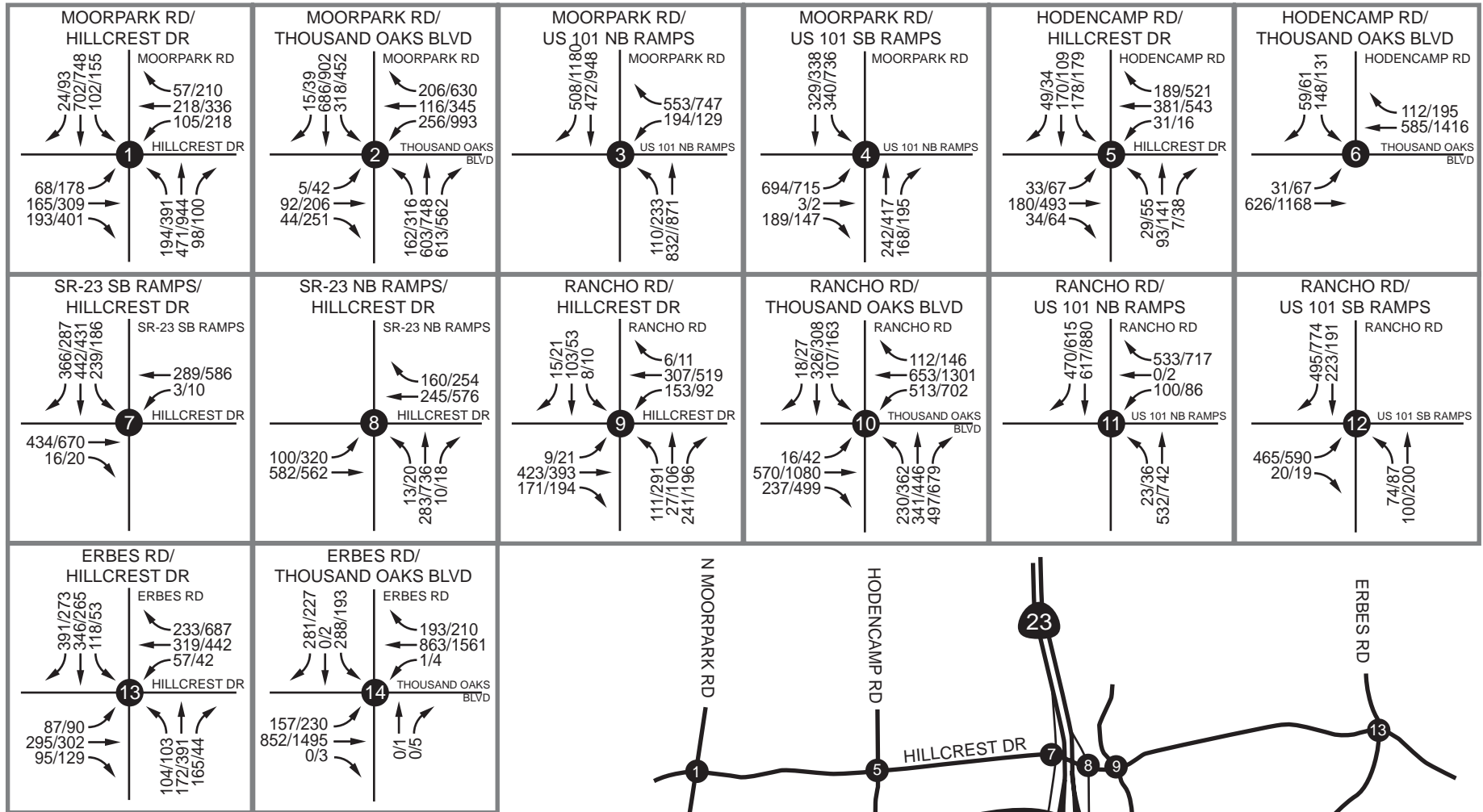
- Moorpark Road/Hillcrest Drive (PM peak hour only)
- Erbes Road/Hillcrest Drive (PM peak hour only)
- Conejo School Road/Thousand Oaks Boulevard (PM peak hour only)
- Skyline Drive/Thousand Oaks Boulevard (PM peak hour only)
- Duesenberg Drive/Thousand Oaks Boulevard (PM peak hour only)

Although the added traffic attributable to the proposed Specific Plan will not cause five of these intersections to exceed LOS C, and therefore not become deficient in relation to the City's performance criteria, in each case, the V/C ratio increases by at least 0.02, and the City considers that to be a significant increase, even though the resultant LOS is still C.

### ***Mitigation Measures***

Mitigation measures have been identified which would be capable of maintaining acceptable operating conditions at the study intersections. The City of Thousand Oaks makes intersection improvements as needed to maintain LOS C operating conditions by completing improvements identified in the Thousand Oaks Road Improvement Fee program. If the traffic impact is significant based on the City's threshold for determining traffic impacts, but the level of service remains at LOS C (as in the case of the five intersections identified above), then no improvements are required. The City collects Road Improvement Fees from individual development projects throughout the City and uses these fees for road improvements to maintain LOS C conditions area-wide.

The following improvements have been identified as needed in order to mitigate significant impacts at intersections projected to operate at LOS D or worse with the addition of traffic from growth in the Specific Plan area. Since these improvements are based on projected traffic increases, they would be constructed as needed over time as growth occurs within the Specific Plan area. These improvements would be constructed by the City through the City's capital improvement program using Road Improvement Fee funds or other funds allocated to road improvements. Where applicable, the City would also require certain adjacent improvements to be constructed by future individual development projects as a condition of approval. In some cases the proposed mitigation measures potentially conflict with Specific Plan goals, and therefore the City may choose to accept a lower Level of Service and not implement the recommended mitigation measure.



Legend:

XX/XX AM/PM Intersection Volumes

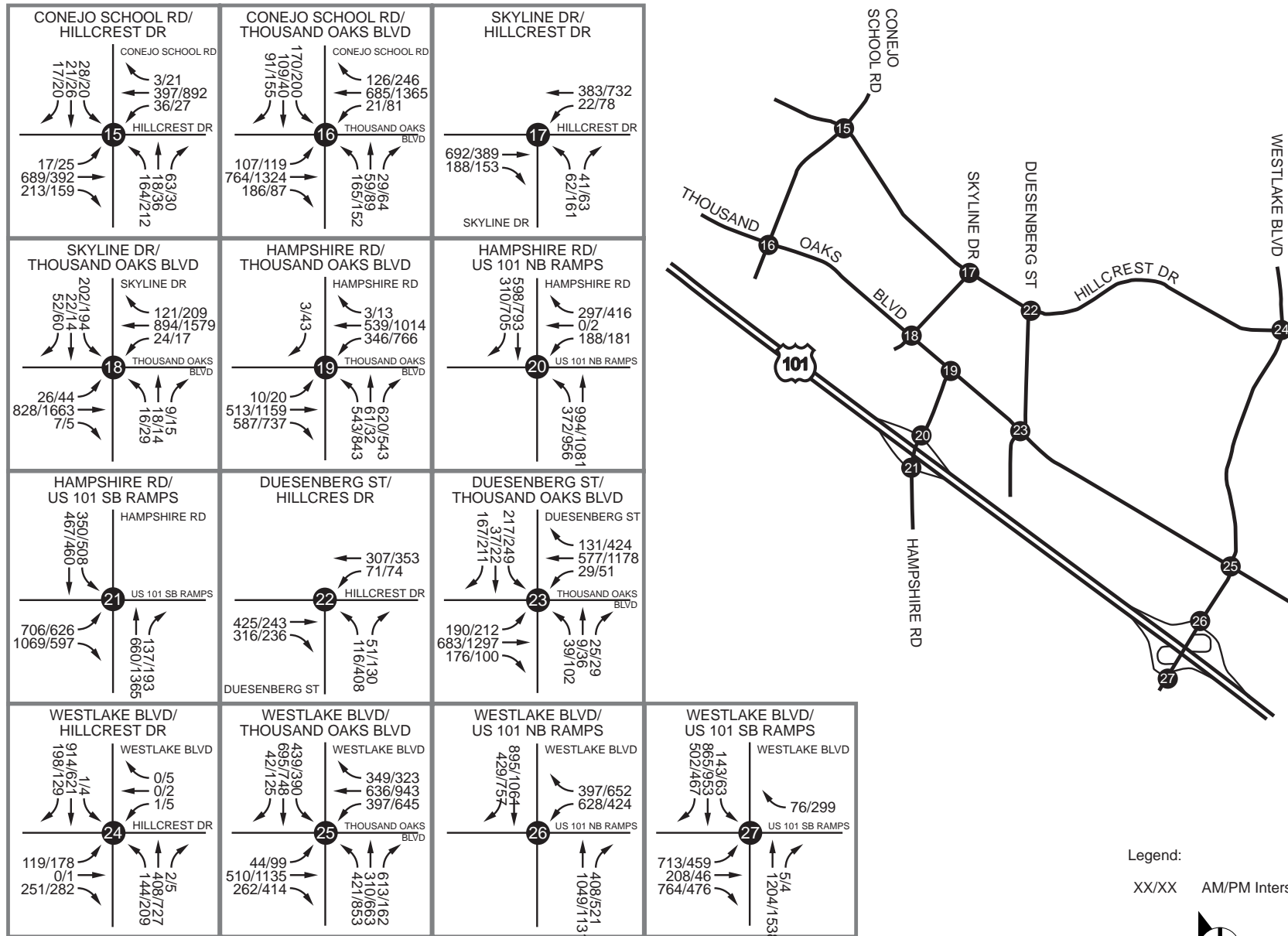


NOT TO SCALE

SOURCE: RBF Consulting – April 2011

FIGURE 4.2-4

Area 1 –Proposed Specific Plan Conditions AM/PM Peak Hour Intersection Volumes



SOURCE: RBF Consulting – April 2011

FIGURE 4.2-5

Area 2 –Proposed Specific Plan Conditions AM/PM Peak Hour Intersection Volumes

**Rancho Road/Thousand Oaks Boulevard**

- MM 4.2-1** Widen the eastbound Thousand Oaks Boulevard approach from one left-turn lane, two through lanes, and one right-turn lane with overlap to consist of one left-turn lane, three through lanes, and one right-turn lane with overlap.

**Skyline Drive/Hillcrest Drive**

- MM 4.2-2** Signalization of the Skyline Drive/Hillcrest Drive intersection is recommended as mitigation to improve the intersection to an acceptable LOS (C or better). This signal is scheduled for installation as a developer improvement by 2012.

**Hampshire Road/Thousand Oaks Boulevard**

- MM 4.2-3** Modify the Hampshire Road/Thousand Oaks Boulevard intersection traffic signal to include a northbound Hampshire Road right-turn overlap, which will preclude U-turn movement on westbound to eastbound Thousand Oaks Boulevard. Widen the eastbound Thousand Oaks Boulevard approach from one left-turn lane, two through lanes, and one right turn-lane to consist of one left-turn lane, three through lanes, and one right-turn lane. Modify the Hampshire Road/Thousand Oaks Boulevard intersection traffic signal to include an eastbound Thousand Oaks Boulevard right-turn overlap, which will preclude U-turn movement on northbound to southbound Hampshire Road.

**Westlake Boulevard/Thousand Oaks Boulevard**

- MM 4.2-4** Widen eastbound Thousand Oaks Boulevard approach from two left-turn lanes, two through lanes, and one right-turn with overlap to consist of two left-turn lanes, three through lanes, and one right-turn with overlap.

***Residual Impacts***

**Table 4.2-6, Intersection Peak Hour LOS with Specific Plan Traffic and Mitigation** shows the projected V/C ratio (Delay in seconds for unsignalized intersections) and LOS, with the road improvements identified above as mitigation measures. As shown in **Table 4.2-6**, all study intersections would operate within City of Thousand Oaks Performance Criteria (LOS C or better) or under the City of Thousand Oaks Thresholds of Significance (an increase in V/C ratio of 2 percent or greater at intersections operating at LOS C or worse) with implementation of the mitigation measures.

**Table 4.2-6**  
**Intersection Peak Hour LOS with Specific Plan Traffic and Recommended Mitigation**

| Study Intersection                       | Existing Conditions |     |              |     | Specific Plan Traffic Conditions with Mitigation |     |              |     | Residual Significant Impact? |
|--|---------------------|-----|--------------|-----|--|-----|--------------|-----|------------------------------|
|  | AM Peak Hour        |     | PM Peak Hour |     | AM Peak Hour                                     |     | PM Peak Hour |     |                              |
|  | V/C (Delay)         | LOS | V/C (Delay)  | LOS | V/C  | LOS | V/C          | LOS |                              |
| 1 – Moorpark Rd/Hillcrest Dr.            | 0.41                | A   | 0.61         | B   | 0.46   | A   | 0.71         | C   | No                           |
| 10 – Rancho Rd/Thousand Oaks Blvd        | 0.41                | A   | 0.51         | A   | 0.53   | A   | 0.80         | C   | No                           |
| 13 – Erbes Rd/Hillcrest Dr.              | 0.54                | A   | 0.57         | A   | 0.61   | B   | 0.73         | C   | No                           |
| 16 – Conejo School Rd/Thousand Oaks Blvd | 0.34                | A   | 0.45         | A   | 0.44   | A   | 0.72         | C   | No                           |
| 17 – Skyline Dr./Hillcrest Dr.           | (17.4)              | C   | (22.0)       | C   | 0.27   | A   | 0.35         | A   | No                           |
| 18 – Skyline Dr./Thousand Oaks Blvd      | 0.37                | A   | 0.52         | A   | 0.48   | A   | 0.72         | C   | No                           |
| 19 – Hampshire Rd/Thousand Oaks Blvd     | 0.76                | C   | 0.78         | C   | 0.57   | A   | 0.77         | C   | No                           |
| 23 – Duesenberg Dr./Thousand Oaks Blvd   | 0.36                | A   | 0.57         | A   | 0.46   | A   | 0.71         | C   | No                           |
| 25 – Westlake Blvd/Thousand Oaks Blvd    | 0.47                | A   | 0.63         | B   | 0.56   | A   | 0.79         | C   | No                           |

Source: RBF Consulting

Note: Intersections where the projected level of service (LOS) is LOS D or worse are shown in **bold**.

However, widening pursuant to **Mitigation Measures MM 4.2-1 and 4.2-3** will necessitate right-of-way acquisition from developed properties which would eliminate existing landscaping, and would potentially conflict with objectives of the Specific Plan to maintain on-street parking and create a pedestrian-friendly environment, including an enhanced pedestrian node at Hampshire Road. Therefore the impact at these two intersections is considered significant and unavoidable (Class I). Implementation of the other **Mitigation Measures (MM 4.2-2 and MM 4.2-4)** would reduce impacts to a less than significant level and would not potentially conflict with Specific Plan goals, and therefore are considered significant but mitigable (Class II).

**Impact 4.2-2**                      **Future development that may result from the adoption of the proposed Specific Plan may conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of State Highway intersections. However, implementation of proposed mitigation would ensure that implementation of the proposed Specific Plan would not result in any conflicts. (Class II)**

To determine the potential direct traffic impact from additional development that would be allowed by the proposed Specific Plan, as described in **Section 3.0, Project Description** and as tabulated in Appendix B of the RBF Traffic analysis (**Appendix 4.2** of this EIR), the additional traffic generated by this growth was calculated and added to existing traffic conditions. The data includes both future development within the Specific Plan area estimated to occur under current General Plan designations, and additional development projected as a result of adoption of the proposed Specific Plan and its companion General Plan amendment. This analysis assumed that the existing lane configurations remain at all intersections studied.

**Table 4.2-7, Specific Plan Direct Traffic Impact – State Highway Intersections**, displays (1) existing AM and PM peak hour V/C ratios (or “Delay” in seconds, if an unsignalized intersection) and LOS at intersections under Caltrans jurisdiction, (2) the same information with the Specific Plan-generated traffic added, and (3) whether or not the direct impact of Specific Plan traffic constitutes a significant impact, considering the threshold of significance stated above.

As shown in **Table 4.2-7**, one State Highway intersection is forecast to operate at a deficient LOS (LOS D or worse), and to be significantly impacted, with the Specific Plan traffic added, and assuming that the existing lane configurations and traffic controls at these intersections are maintained as is:

- Rancho Road/US 101 Southbound Ramps (PM peak hour only)

**Table 4.2-7**  
**Specific Plan Direct Traffic Impact – State Highway Intersections**

| Study Intersection                    | Existing Conditions |     |              |     | Forecast Existing Plus Proposed Specific Plan Conditions |     |              |          | Significant Impact? |
|---------------------------------------|---------------------|-----|--------------|-----|--|-----|--------------|----------|---------------------|
|                                       | AM Peak Hour        |     | PM Peak Hour |     | AM Peak Hour   |     | PM Peak Hour |          |                     |
|                                       | Delay               | LOS | Delay        | LOS | Delay  | LOS | Delay        | LOS      |                     |
| 3 – Moorpark Rd/US 101 NB Ramps       | 23.5                | C   | 26.3         | C   | 23.2   | C   | 26.4         | C        | No                  |
| 4 – Moorpark Rd/US 101 SB Ramps       | 24.3                | C   | 26.7         | C   | 24.5   | C   | 27.5         | C        | No                  |
| 7 – Rt 23 SB Off-Ramp/Hillcrest Dr    | 17.8                | B   | 18.5         | B   | 17.9   | B   | 20.0         | B        | No                  |
| 8 – Rt 23 NB On-Ramp/Hillcrest Dr     | 17.6                | B   | 25.0         | C   | 18.6   | B   | 28.3         | C        | No                  |
| 11 – Rancho Rd/US 101 NB Ramps        | 8.5                 | A   | 9.1          | A   | 7.7  | A   | 7.7          | A        | No                  |
| <b>12 – Rancho Rd/US 101 SB Ramps</b> | 14.6                | B   | 16.5         | C   | 20.8   | C   | <b>49.9</b>  | <b>E</b> | <b>Yes</b>          |
| 20 – Hampshire Rd/US 101 NB Ramps     | 19.6                | B   | 25.5         | C   | 18.7   | C   | 30.6         | C        | No                  |
| 21 – Hampshire Rd/US 101 SB Ramps     | 28.1                | C   | 28.6         | C   | 30.2   | C   | 34.3         | C        | No                  |
| 26 – Westlake Blvd/US 101 NB Ramps    | 18.0                | B   | 18.3         | B   | 18.0   | B   | 18.4         | B        | No                  |
| 27 – Westlake Blvd/US 101 SB Ramps    | 25.3                | C   | 25.6         | C   | 25.4   | C   | 25.6         | C        | No                  |

Source: RBF Consulting

Note: Delay Shown in seconds; WB = Westbound; EB = Eastbound; Deficient intersection operations shown in **bold**.

### ***Mitigation Measures***

Mitigation measures have been identified to maintain acceptable operating conditions at the State Highway intersections. The City of Thousand Oaks makes intersection improvements as needed to maintain LOS C operating conditions by completing improvements identified in the Thousand Oaks Road Improvement Fee program. If the traffic impact is significant based on the City's threshold for determining traffic impacts, but the level of service remains at LOS C (as in the case of the five intersections within City jurisdiction identified above), then no improvements are required. The City will collect Road Improvement Fees from individual development projects that will contribute traffic to these intersections and will use these fees for road improvements to maintain LOS C conditions area-wide.

The following improvements have been identified to mitigate significant impacts at intersections projected to operate at LOS D or worse with the addition of traffic from growth in the Specific Plan area. Since these improvements are based on projected traffic increases, they would be constructed as needed over time as growth occurs within the Specific Plan area. Either these improvements would be constructed by the City with funds from the Thousand Oaks Road Improvement Fee, through the City's capital improvement program, or the City would require these improvements to be constructed by future individual development projects as a condition of approval when appropriate.

#### **Rancho Road/US 101 Southbound Ramps**

**MM 4.2-5** Signalization of the Rancho Road/US 101 Southbound Ramps intersection is recommended as mitigation to improve the intersection to an acceptable LOS (C or better).

### ***Residual Impacts***

**Table 4.2-8, State Highway Intersection Peak Hour LOS with Specific Plan Traffic and Mitigation** shows the projected V/C ratio and LOS, with the road improvements identified above as mitigation measures. As shown in **Table 4.2-8**, all study intersections would operate within performance criteria (LOS C or better). Impacts would be mitigated to a less than significant level with the construction of these improvements. (Class II).



**Table 4.2-8**  
**State Highway Intersection Peak Hour LOS with Specific Plan Traffic and Mitigation**

| Study Intersection             | Forecast Existing Plus Proposed<br>Specific Plan Conditions |     |              |     | Mitigate Forecast Existing Plus<br>Proposed Specific Plan Conditions |     |              |     | Significant<br>Impact? |
|--------------------------------|---|-----|--------------|-----|--|-----|--------------|-----|------------------------|
|                                | AM Peak Hour  |     | PM Peak Hour |     | AM Peak Hour   |     | PM Peak Hour |     |                        |
|                                | Delay   | LOS | Delay        | LOS | Delay  | LOS | Delay        | LOS |                        |
| 12 – Rancho Rd/US 101 SB Ramps | 20.8  | C   | 49.9         | E   | 18.2   | B   | 19.3         | B   | No                     |

Source: RBF Consulting

Note: Deficient intersection operation shown in **bold**.

|                  |  |
|------------------|--|
| <b>Threshold</b> | <b>Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).</b> |
|------------------|--|

**Impact 4.2-3**                      **Future development that may result from the adoption of the proposed Specific Plan would not substantially increase hazards due to a design feature or incompatible uses. (Class III)**

The proposed Specific Plan promotes changes to the design of specific existing roadways in order to enhance their pedestrian-friendliness and safety. These include upgraded signalization and features that enhance a pedestrian-friendly environment. None of these features introduce changes to the alignment of existing roads that could introduce sharp curves or dangerous intersections, or incompatible use of the roadways. The Specific Plan area is mostly built out and contains an existing circulation system. Additions to the roadway system are not proposed.

Title 4, Chapter 3 of the City's Municipal Code contains regulations regarding the design, maintenance and operation of the City's circulation system, which are consistent with state-wide standards. Future road improvements within the Specific Plan area would be required to conform to these regulations, ensuring that roadways would not contain hazards attributable to design features.

For the reasons presented above, impacts regarding hazards due to the design features would be less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant (Class III)

|                  |   |
|------------------|---|
| <b>Threshold</b> | <b>Result in inadequate emergency access.</b> |
|------------------|---|

**Impact 4.2-4**                      **Future development that may result from the adoption of the proposed Specific Plan would not result in inadequate emergency access. (Class III)**

During the development review process, the City will evaluate emergency access for all pending development projects within the Specific Plan area.

Two points of access are required by the Ventura County Fire Protection District for all major development projects, including subdivisions and commercial/industrial sites. Adequate road and driveway widths are required to provide access to fire trucks, along with turnouts and turnaround areas where deemed necessary. Traffic control during evacuation procedures will be based upon the nature of the emergency and the condition of the roads within the Specific Plan area. The City's Municipal Code<sup>2</sup> contains regulations regarding the design, maintenance and operation of the City's circulation system. Development within the Specific Plan area would be required to conform to the regulations provided in this section, which would ensure that adequate emergency access would be provided to developments within the Specific Plan area. In addition, the City's General Plan Safety Element<sup>3</sup> indicates that communitywide disaster response plans be designed to facilitate rescue and evacuation operations in the event of disasters. With the implementation of development requirements found in the Municipal Code, and consistency with the relevant general plan policies, impacts regarding emergency access would be less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant (Class III)

|                  |  |
|------------------|--|
| <b>Threshold</b> | <b>Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.</b> |
|------------------|--|

**Impact 4.2-5**                      **Future development that may result from the adoption of the proposed Specific Plan would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. (Class III)**

The transportation standards to be implemented with the proposed Specific Plan would accommodate the diverse needs of all transportation modes, including pedestrians, bicyclists, transit and motor vehicles, while attempting to create beautiful and livable public spaces. Well-designed streets would play a crucial role in the development of livable communities by encouraging pedestrian trips in lieu of certain

<sup>2</sup> City of Thousand Oaks, Municipal Code, Title 4, Chapter 3.

<sup>3</sup> City of Thousand Oaks, *General Plan, Safety Element*, adopted July 2, 1996.

automobile trips, which in turn will make local transit service an attractive option for other trips. The neighborhood centers designated in the proposed Specific Plan would provide appropriate locations for future major transit stops, while the design of the streets and pathway system would support comfortable walking and bicycling to future transit stops.

The General Plan<sup>4</sup> contains policy statements that support the use of alternative transportation and pedestrian activity within the City. The proposed Specific Plan would be consistent with these policies, as it promotes the use of alternative transportation systems and contains a number of design features that would promote pedestrian activity within the Specific Plan area.

The proposed Specific Plan is designed to create a pedestrian- and alternative-transportation-friendly environment and would be consistent with General Plan policies designed to promote alternative transportation. Therefore, impacts regarding alternative transportation would be less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant (Class III)

Another threshold of significance identified in the *State CEQA Guidelines* and listed in the Thresholds of Significance subsection above, relating to a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks is not applicable. The Specific Plan area is not located near any airports or private airstrips.

## **CUMULATIVE IMPACTS**

### **Surface Street Intersections**

In order to determine the potential impact of cumulative development in the City of Thousand Oaks on each study area intersection, traffic volumes from full development of all uses allowed by the General Plan outside the Specific Plan area were added to the volumes associated with future growth projected within the Specific Plan Area (direct project impact, evaluated earlier in this section). This analysis assumed the existing lane configurations remain at all intersections studied and existing traffic controls are the same, except for the signalization of the Skyline Drive/Hillcrest Drive intersection, which is identified above as **Mitigation Measure 4.2-2**. The cumulative traffic volumes are shown in **Figure 4.2-6**,

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<sup>4</sup> City of Thousand Oaks, *General Plan Goals and Policies*, Resolution 97-8, adopted January 28, 1997.

**Area 1 – Cumulative Development Conditions AM/PM Peak Hour Intersection Volumes and Figure 4.2-7, Area 2 –Cumulative Development Conditions AM/PM Peak Hour Intersection Volumes.**

**Table 4.2-9, Cumulative Development Conditions Intersection Peak Hour LOS**, shows the projected V/C ratios and LOS with cumulative traffic conditions at each of these intersections.

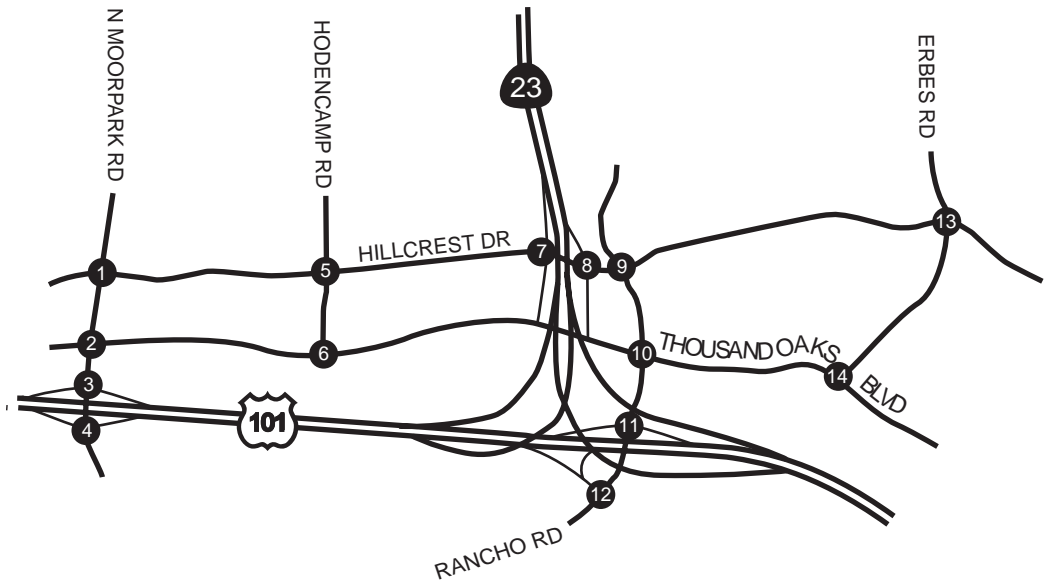
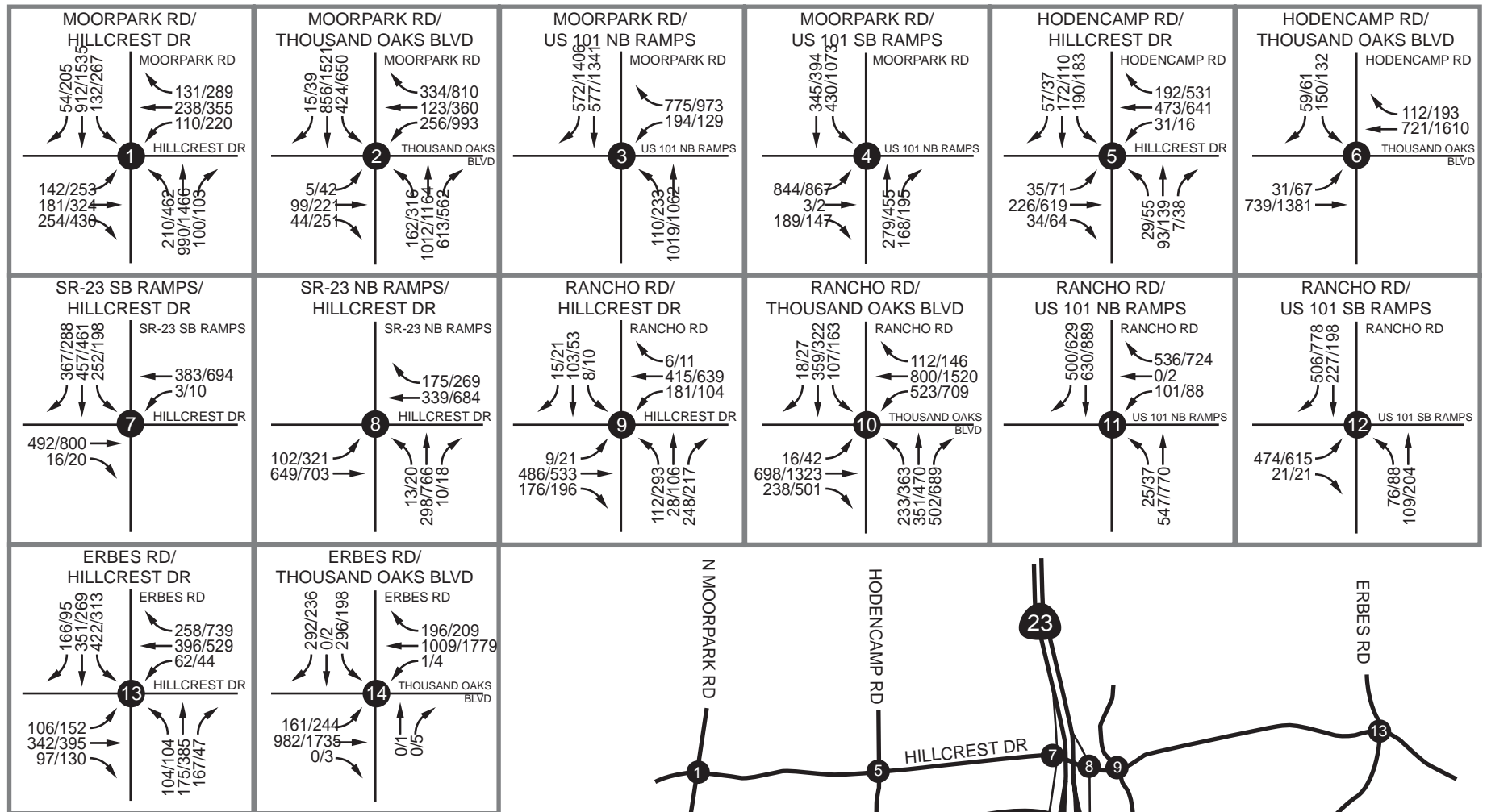
As shown in **Table 4.2-9**, the following seven study area intersections are forecast to operate at a deficient LOS (LOS D or worse) with cumulative traffic conditions assuming existing study intersection geometry and signalization of the Skyline Drive/Hillcrest Drive intersection:

- Moorpark Road/Hillcrest Drive (PM peak hour only)
- Moorpark Road/Thousand Oaks Boulevard (PM peak hour only)
- Rancho Road/Thousand Oaks Boulevard (PM peak hour only)
- Conejo School Road/Thousand Oaks Boulevard (PM peak hour only)
- Skyline Drive/Thousand Oaks Boulevard (PM peak hour only)
- Hampshire Road/Thousand Oaks Boulevard (both AM and PM peak hours)
- Westlake Boulevard/Thousand Oaks Boulevard (PM peak hour only)

In addition, **Table 4.2-9** indicates that the following three intersections are projected to be significantly impacted with cumulative traffic conditions based on the City of Thousand Oaks' specific thresholds of significance. These intersections are denoted by a "Yes" in the "Significant Impact?" column and "C" in the applicable "LOS" column, and include:

- Erbes Road/Hillcrest Drive (AM and PM peak hours);
- Erbes Road/Thousand Oaks Boulevard (PM peak hour only); and
- Duesenberg Drive/Thousand Oaks Boulevard (PM peak hour only).

Although the added traffic attributable to cumulative development will not cause these three intersections to exceed LOS C, and therefore not become deficient in relation to the City's performance criteria, in each case the V/C ratio increases by at least 0.02, and the City considers that to be a significant increase, even though the resultant LOS is still C.



Legend:

XX/XX AM/PM Intersection Volumes

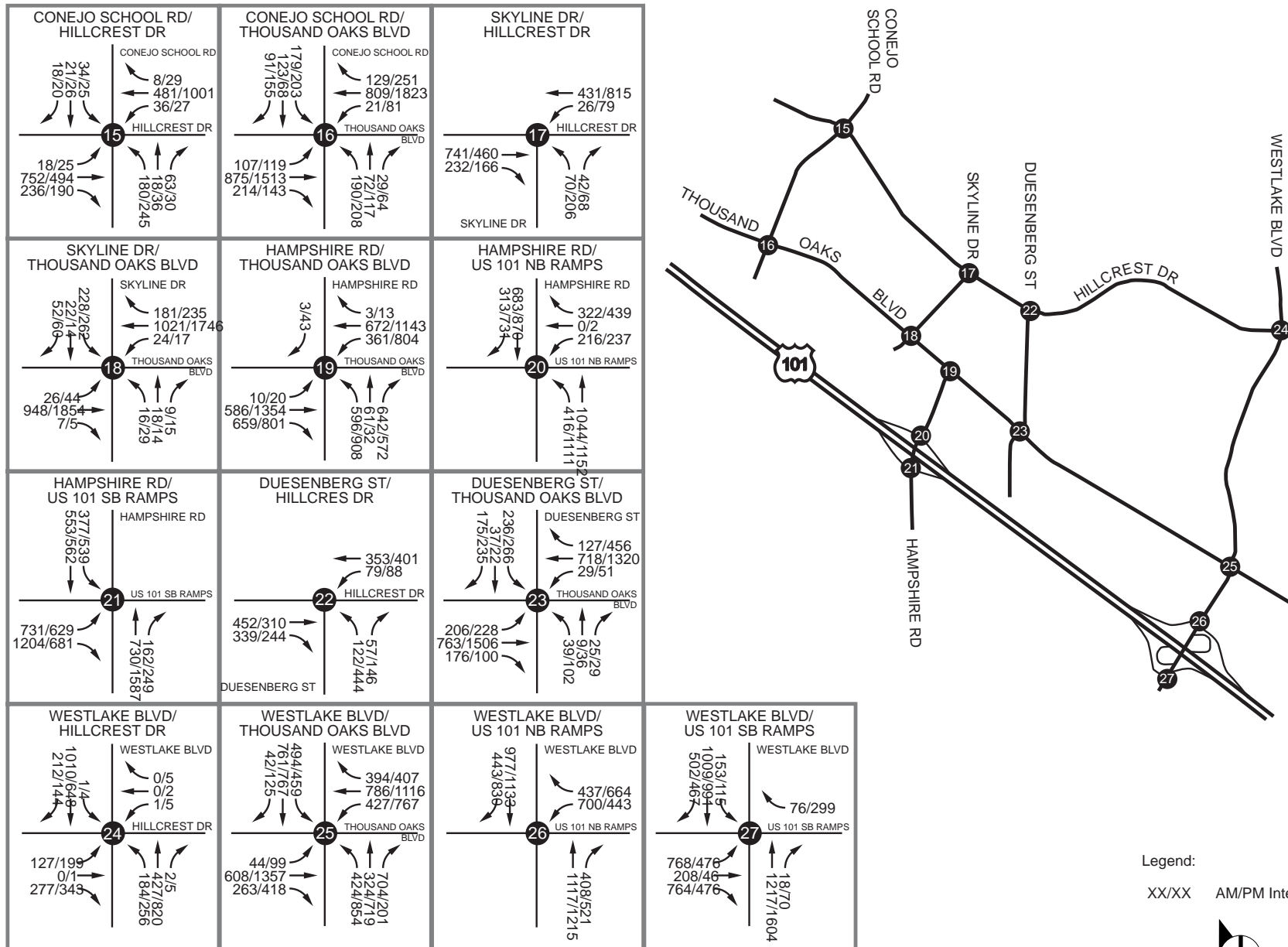


NOT TO SCALE

SOURCE: RBF Consulting – April 2011

FIGURE 4.2-6

Area 1 – Forecast Cumulative Development Conditions AM/PM Peak Hour Intersection Volumes



SOURCE: RBF Consulting – April 2011

FIGURE 4.2-7

## Area 2 – Forecast Cumulative Development Conditions AM/PM Peak Hour Intersection Volumes

**Table 4.2-9**  
**Cumulative Development Conditions Intersection Peak Hour LOS**

| Study Intersection                              | Existing Conditions            |     |                                |     | Cumulative Conditions          |          |                                |          | Significant Impact? |
|---|--------------------------------|-----|--------------------------------|-----|--------------------------------|----------|--------------------------------|----------|---------------------|
|   | AM Peak Hour<br>V/C<br>(Delay) | LOS | PM Peak Hour<br>V/C<br>(Delay) | LOS | AM Peak Hour<br>V/C<br>(Delay) | LOS      | PM Peak Hour<br>V/C<br>(Delay) | LOS      |                     |
| <b>1 – Moorpark Rd/Hillcrest Dr.</b>            | 0.41                           | A   | 0.61                           | B   | 0.55                           | A        | 1.03                           | <b>F</b> | <b>Yes</b>          |
| <b>2 – Moorpark Rd/Thousand Oaks Blvd</b>       | 0.34                           | A   | 0.53                           | A   | 0.55                           | A        | 0.85                           | <b>D</b> | <b>Yes</b>          |
| 5 – Hodencamp Rd/Hillcrest Dr.                  | 0.33                           | A   | 0.51                           | A   | 0.38                           | A        | 0.58                           | A        | No                  |
| 6 – Hodencamp Rd/Thousand Oaks Blvd             | 0.17                           | A   | 0.30                           | A   | 0.29                           | A        | 0.59                           | A        | No                  |
| 9 – Rancho Rd/Hillcrest Dr.                     | 0.42                           | A   | 0.37                           | A   | 0.48                           | A        | 0.52                           | A        | No                  |
| <b>10 – Rancho Rd/Thousand Oaks Blvd</b>        | 0.41                           | A   | 0.51                           | A   | 0.64                           | B        | 0.96                           | <b>E</b> | <b>Yes</b>          |
| 13 – Erbes Rd/Hillcrest Dr.                     | 0.54                           | A   | 0.57                           | A   | 0.70                           | C        | 0.80                           | C        | <b>Yes</b>          |
| 14 – Erbes Rd/Thousand Oaks Blvd                | 0.33                           | A   | 0.42                           | A   | 0.51                           | A        | 0.78                           | C        | <b>Yes</b>          |
| 15 – Conejo School Rd/Hillcrest Dr.             | 0.45                           | A   | 0.39                           | A   | 0.52                           | A        | 0.55                           | A        | No                  |
| <b>16 – Conejo School Rd/Thousand Oaks Blvd</b> | 0.34                           | A   | 0.45                           | A   | 0.51                           | A        | 0.88                           | <b>D</b> | <b>Yes</b>          |
| 17 – Skyline Dr./Hillcrest Dr.                  | (17.4)                         | C   | (22.0)                         | C   | 0.29                           | A        | 0.41                           | A        | No                  |
| <b>18 – Skyline Dr./Thousand Oaks Blvd</b>      | 0.37                           | A   | 0.52                           | A   | 0.53                           | A        | 0.82                           | <b>D</b> | <b>Yes</b>          |
| <b>19 – Hampshire Rd/Thousand Oaks Blvd</b>     | 0.76                           | C   | 0.78                           | C   | <b>0.93</b>                    | <b>E</b> | 1.12                           | <b>F</b> | <b>Yes</b>          |
| 22 – Duesenberg Dr./Hillcrest Dr.               | 0.34                           | A   | 0.31                           | A   | 0.37                           | A        | 0.39                           | A        | No                  |
| 23 – Duesenberg Dr./Thousand Oaks Blvd          | 0.36                           | A   | 0.57                           | A   | 0.52                           | A        | 0.78                           | C        | <b>Yes</b>          |
| 24 – Westlake Blvd/Hillcrest Dr.                | 0.49                           | A   | 0.44                           | A   | 0.55                           | A        | 0.50                           | A        | No                  |
| <b>25 – Westlake Blvd/Thousand Oaks Blvd</b>    | 0.47                           | A   | 0.63                           | B   | 0.64                           | B        | 0.95                           | <b>E</b> | <b>Yes</b>          |

Source: RBF Consulting

Note: Intersections where the projected level of service (LOS) is LOS D or worse are shown in **bold**.



## ***Mitigation Measures***

Mitigation measures have been identified to maintain acceptable operating conditions at the seven study intersections where LOS D is projected. No improvements are required for the three intersections where level of service is project to remain at LOS C under cumulative development conditions.

### **Moorpark Road/Hillcrest Drive**

**MM 4.2-6** Widen southbound Moorpark Road approach from two left-turn lanes, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, two through lanes, and one shared through/right-lane. Widen westbound Hillcrest Drive approach from one left-turn lane, one through lane and one shared through/right-turn lane to consist of two left-turn lanes, one through lane and one shared through/right-turn. Applicants for future development projects shall contribute payment into the Thousand Oaks Road Improvement Fee Program.

### **Moorpark Road/Thousand Oaks Boulevard**

**MM 4.2-7** Widen westbound Thousand Oaks Boulevard approach from two left-turn lanes, one through lane, and one right-turn lane with overlap to consist of three left-turn lanes, one through lane, and one right-turn lane with overlap. The project applicant shall contribute payment into the Thousand Oaks Road Improvement Fee Program.

### **Rancho Road/Thousand Oaks Boulevard**

**MM 4.2-8** Widen the northbound Rancho Road approach from one left-turn lane, two through lanes, and one right-turn lane with overlap to consist of two left-turn lanes, two through lanes, and one free right-turn lane. Widen the eastbound Thousand Oaks Boulevard approach from one left-turn lane, two through lanes, and one right-turn lane with overlap to consist of one left-turn lane, three through lanes, and one right-turn lane with overlap. Applicants for future development projects shall contribute payment into the Thousand Oaks Road Improvement Fee Program.

### **Conejo School Road/Thousand Oaks Boulevard**

**MM 4.2-9** Re-stripe the westbound Thousand Oaks Boulevard approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane. *This assumes on-street parking is prohibited*

*on the north side west of the intersection.* Applicants for future development projects shall contribute payment into the Thousand Oaks Road Improvement Fee Program.

#### **Skyline Drive/Thousand Oaks Boulevard**

**MM 4.2-10** Widen the eastbound Thousand Oaks Boulevard approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane. Applicants for future development projects shall contribute payment into the Thousand Oaks Road Improvement Fee Program.

#### **Hampshire Road/Thousand Oaks Boulevard**

**MM 4.2-11** Widen the northbound Hampshire Road approach from one left-turn lane, one shared through/left-turn lane, and one right-turn lane to consist of two left-turn lanes, one shared through/left-turn lane, and one right turn-lane. Widen the eastbound Thousand Oaks Boulevard approach from one left-turn lane, two through lanes, and one right turn-lane to consist of one left-turn lane, three through lanes, and one right-turn lane. Modify the Hampshire Road/Thousand Oaks Boulevard intersection traffic signal to include an eastbound Thousand Oaks Boulevard right-turn overlap, which will preclude u-turn movement on northbound to southbound Hampshire Road.

#### **Westlake Boulevard/Thousand Oaks Boulevard**

**MM 4.2-12** Widen southbound Westlake Boulevard approach from two left-turn lanes, two through lanes, and one shared through/right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Widen eastbound Thousand Oaks Boulevard approach from two left-turn lanes, two through lanes, and one right-turn with overlap to consist of two left-turn lanes, three through lanes, and one right-turn with overlap. Widen westbound Thousand Oaks Boulevard approach from three left-turn lanes, one through lane, and one shared through/right-turn lane to consist of three left turn lanes, two through lanes, and one right-turn lane. Applicants for future development projects shall contribute payment into the Thousand Oaks Road Improvement Fee Program.

### *Residual Impacts*

**Table 4.2-10, Cumulative Development Conditions Intersection Peak Hour LOS with Mitigation** shows the projected level of service with the road improvements identified above as mitigation measures. As shown in **Table 4.2-10**, all intersections would operate within City of Thousand Oaks Performance Criteria (LOS C or better) or under the City of Thousand Oaks Thresholds of Significance (an increase in V/C ratio of 2 percent or greater at intersections operating at LOS C or worse) with implementation of the identified improvements. However, widening pursuant to some of these measures (**MM 4.2-7, MM 4.2-8, MM 4.2-10, and MM 4.2-11**) will necessitate right-of-way acquisition from developed properties along Thousand Oaks Boulevard within the Specific Plan area, which could eliminate existing landscaping, and would potentially conflict with objectives of the proposed Specific Plan to maintain on-street parking and create a pedestrian-friendly environment, including enhanced pedestrian nodes at the intersections of Thousand Oaks Boulevard with Hampshire Road, Moorpark Road, and Skyline Drive. Similar conflicts could occur from restriping at the intersection of Thousand Oaks Boulevard and Conejo School Road (**MM 4.2-9**). Therefore the cumulative impacts at the intersections of Thousand Oaks Boulevard and Moorpark Road, Rancho Road, Skyline Drive, Conejo School Road and Hampshire Road are considered significant and unavoidable (Class I). Implementation of other mitigation measures for cumulative traffic impacts (**MM 4.2-6 and MM 4.2-12**) would not conflict with Specific Plan goals and would reduce impacts at those intersections to a less than significant level. Impacts at these two intersections are therefore considered significant but mitigable (Class II).

### **State Highway Intersections**

In order to determine the potential impact of cumulative development in the City of Thousand Oaks on each State Highway intersection, traffic volumes from full development of all uses allowed by the General Plan outside the Specific Plan area were added to the volumes associated with future growth projected within the Specific Plan Area (direct project impact, evaluated earlier in this section). This analysis assumed the existing lane configurations remain at all intersections studied and existing traffic controls are the same. **Table 4.2-11, Cumulative Development Conditions State Highway Intersection Peak Hour LOS**, shows the projected V/C ratios and LOS with cumulative traffic conditions at each of these intersections.

**Table 4.2-10**  
**Cumulative Development Conditions Intersection Peak Hour LOS with Mitigation**

| Study Intersection                        | Existing Conditions            |     |                                |     | Cumulative Conditions with Mitigation |     |                     |     | Significant Impact? |
|---|--------------------------------|-----|--------------------------------|-----|---------------------------------------|-----|---------------------|-----|---------------------|
|   | AM Peak Hour<br>V/C<br>(Delay) | LOS | PM Peak Hour<br>V/C<br>(Delay) | LOS | AM Peak Hour<br>V/C                   | LOS | PM Peak Hour<br>V/C | LOS |                     |
| 1 – Moorpark Rd/Hillcrest Dr.             | 0.41                           | A   | 0.61                           | B   | 0.43                                  | A   | 0.79                | C   | No                  |
| 2 – Moorpark Rd/Thousand Oaks Blvd.       | 0.34                           | A   | 0.53                           | A   | 0.55                                  | A   | 0.78                | C   | No                  |
| 10 – Rancho Rd/Thousand Oaks Blvd.        | 0.41                           | A   | 0.51                           | A   | 0.50                                  | A   | 0.80                | C   | No                  |
| 13 – Erbes Rd/Hillcrest Dr.               | 0.54                           | A   | 0.57                           | A   | 0.70                                  | C   | 0.80                | C   | No                  |
| 14 – Erbes Rd/Thousand Oaks Blvd.         | 0.33                           | A   | 0.42                           | A   | 0.51                                  | A   | 0.78                | C   | No                  |
| 16 – Conejo School Rd/Thousand Oaks Blvd. | 0.34                           | A   | 0.45                           | A   | 0.48                                  | A   | 0.76                | C   | No                  |
| 18 – Skyline Dr./Thousand Oaks Blvd.      | 0.37                           | A   | 0.52                           | A   | 0.53                                  | A   | 0.80                | C   | No                  |
| 19 – Hampshire Rd/Thousand Oaks Blvd.     | 0.76                           | C   | 0.78                           | C   | 0.53                                  | A   | 0.77                | C   | No                  |
| 23 – Duesenberg Dr/Thousand Oaks Blvd.    | 0.36                           | A   | 0.57                           | A   | 0.52                                  | A   | 0.78                | C   | No                  |
| 25 – Westlake Blvd/Thousand Oaks Blvd.    | 0.47                           | A   | 0.63                           | B   | 0.51                                  | A   | 0.78                | C   | No                  |

Source: RBF Consulting

Note: Intersections where the projected level of service (LOS) is LOS D or worse are shown in **bold**.

**Table 4.2-11**  
**Cumulative Development Conditions State Highway Intersection Peak Hour LOS**

| Study Intersection                  | Existing Conditions |     |              |     | Forecast General Plan Land Use Buildout Plus<br>Proposed Specific Plan Conditions |     |              |     | Significant<br>Impact? |
|-------------------------------------|---------------------|-----|--------------|-----|---|-----|--------------|-----|------------------------|
|                                     | AM Peak Hour        |     | PM Peak Hour |     | AM Peak Hour  |     | PM Peak Hour |     |                        |
|                                     | Delay               | LOS | Delay        | LOS | Delay   | LOS | Delay        | LOS |                        |
| 3 – Moorpark Rd/US 101 NB Ramps     | 23.5                | C   | 26.3         | C   | 24.3  | C   | 29.2         | C   | No                     |
| 4 – Moorpark Rd/US 101 SB Ramps     | 24.3                | C   | 26.7         | C   | 25.2  | C   | 29.3         | C   | No                     |
| 7 – Rt 23 SB Off-Ramp/Hillcrest Dr. | 17.8                | B   | 18.5         | B   | 19.0  | B   | 20.4         | C   | No                     |
| 8 – Rt 23 NB On-Ramp/Hillcrest Dr.  | 17.6                | B   | 25.0         | C   | 17.9  | B   | 28.7         | C   | No                     |
| 11 – Rancho Rd/US 101 NB Ramps      | 8.5                 | A   | 9.1          | A   | 7.7   | A   | 7.8          | A   | No                     |
| 12 – Rancho Rd/US 101 SB Ramps      | 14.6                | B   | 16.5         | C   | 22.0  | C   | 59.3         | F   | Yes                    |
| 20 – Hampshire Rd/US 101 NB Ramps   | 19.6                | B   | 25.5         | C   | 20.2  | C   | 45.9         | D   | Yes                    |
| 21 – Hampshire Rd/US 101 SB Ramps   | 28.1                | C   | 28.6         | C   | 34.3  | C   | 38.0         | D   | Yes                    |
| 26 – Westlake Blvd/US 101 NB Ramps  | 18.0                | B   | 18.3         | B   | 18.8  | B   | 18.6         | B   | No                     |
| 27 – Westlake Blvd/US 101 SB Ramps  | 25.3                | C   | 25.6         | C   | 25.7  | C   | 24.8         | C   | No                     |

Source: RBF Consulting

Note: Delay Shown in seconds; WB = Westbound; EB = Eastbound; Deficient intersection operations shown in **bold**.

As shown in **Table 4.2-11**, three State Highway study intersections are forecast to operate at a deficient LOS (LOS D or worse) and are forecast to be significantly impacted with cumulative traffic assuming existing study intersection geometry:

- Rancho Road/US 101 Southbound Ramps (PM peak hour only)
- Hampshire Road/US 101 Northbound Ramps (PM peak hour only)
- Hampshire Road/US 101 Southbound Ramps (PM peak hour only)

### ***Mitigation Measures***

Mitigation measures have been identified to maintain acceptable operating conditions at the three study intersections where LOS D is projected.

#### **Rancho Road/US 101 Southbound Ramps**

**MM 4.2-13** Signalization of the Rancho Road/US 101 Southbound Ramps intersection is recommended as mitigation to improve the intersection to an acceptable LOS (C or better).

#### **Hampshire Road/US 101 Northbound Ramps**

**MM 4.2-14** Widen the southbound Hampshire Road approach from two through lanes and one right-turn lane to consist of two through lanes and one free right-turn lane.

#### **Hampshire Road/US 101 Southbound Ramps**

**MM 4.2-15** Widen the southbound Hampshire Road approach from one left-turn lane and one through lane to consist of two left-turn lanes and one through lane.

### ***Residual Impacts***

**Table 4.2-12, Cumulative Development Conditions State Highway Intersection Peak Hour LOS with Mitigation** shows the projected level of service with the road improvements identified above as mitigation measures. As shown in **Table 4.2-12**, all intersections would operate within performance criteria (LOS C or better) with the identified improvements. Significant cumulative impacts would therefore be mitigated to a less than significant level, and cumulative impacts are considered significant but mitigable. (Class II).

**Table 4.2-12**  
**Cumulative Development Conditions State Highway Intersection Peak Hour LOS with Mitigation**

| Study Intersection                | Forecast General Plan Land Use Buildout Plus<br>Specific Plan Conditions |     |              |     | Mitigated Forecast General Plan Land Use<br>Buildout Plus Specific Plan Conditions |     |              |     | Significant<br>Impact? |
|-----------------------------------|--|-----|--------------|-----|--|-----|--------------|-----|------------------------|
|                                   | AM Peak Hour   |     | PM Peak Hour |     | AM Peak Hour   |     | PM Peak Hour |     |                        |
|                                   | Delay  | LOS | Delay        | LOS | Delay  | LOS | Delay        | LOS |                        |
| 12 – Rancho Rd/US 101 SB Ramps    | 22.0   | C   | 59.3         | F   | 18.3   | B   | 19.6         | B   | No                     |
| 20 – Hampshire Rd/US 101 NB Ramps | 20.2   | C   | 45.9         | D   | 19.8   | B   | 25.6         | C   | No                     |
| 21 – Hampshire Rd/US 101 SB Ramps | 34.3   | C   | 38.0         | D   | 29.4   | C   | 30.0         | C   | No                     |

Source: RBF Consulting

Note: Deficient intersection operation shown in **bold**.

### INTRODUCTION

*This section describes air quality impacts associated with future development that may result from the adoption of the proposed Thousand Oaks Boulevard Specific Plan (Specific Plan). This section describes the ambient air quality of the local and regional area and provides a comparison of existing air quality to applicable state and federal pollutant standards. In addition, sources of air emissions in the vicinity of the Specific Plan area are identified and discussed. This section also identifies the plans and policies developed in efforts to improve air quality. Finally, this section evaluates potential air quality impacts associated with the proposed Specific Plan, and identifies mitigation measures to reduce potential impacts to the extent feasible. Sources utilized in this discussion include the Ventura County Air Pollution Control District (VCAPCD) Ventura County Air Quality Assessment Guidelines (VCAPCD Guidelines), and air quality data from the VCAPCD and the California Air Resources Board (CARB). Air quality emission calculations conducted for future development allowed by the Specific Plan are contained within Appendix 4.3 of this environmental impact report (EIR).*

### ENVIRONMENTAL SETTING

#### Existing Conditions

##### *Regional Climate*

Air quality is affected by both the rate and location of pollutant emissions. It is also heavily influenced by meteorological conditions that affect the movement and dispersal of pollutants. Atmospheric conditions such as wind speed, wind direction, solar radiation, and air temperature gradients, along with local topography, strongly affect the relationship between pollutant emissions and air quality. Generally, the combination of low wind speeds and low inversions produce the greatest concentration of air pollutants. Air quality is greatly improved on days without inversions or on days with winds averaging over 15 miles per hour (mph).

The Specific Plan area is located within the South Central Coast Air Basin (SCCAB). This air basin includes all of Ventura, Santa Barbara, and San Luis Obispo Counties. Ventura County is divided into two airsheds for air quality planning purposes: the Ojai Valley Airshed and the Oxnard Plain Airshed. The SCCAB is influenced by the Pacific Ocean and is frequently subjected to an inversion layer caused by a semi-permanent, high-pressure cell over the northern Pacific Ocean that traps air pollution.



Results of these influences include warm summers, mild winters, infrequent rainfall, and moderate humidity throughout most of the SCCAB. The predominant wind pattern follows a diurnal land/sea breeze cycle, with typical daytime winds from the west.

### *Local Climate*

The average high temperature in the vicinity of the Specific Plan area is 70.3 degrees Fahrenheit (°F) and the average low temperature is 49.1 °F.<sup>1</sup> Precipitation averages 14.64 inches per year, with the majority of rainfall occurring from late October through April. Prevailing winds are from the west to west-southwest with average wind speeds of approximately 7.2 mph.<sup>2</sup> This general flow of winds is occasionally interrupted by warm and very dry Santa Ana winds, which originate from the deserts located northeast of Ventura County and typically occur between September and March. Santa Ana winds blow from the north to northeast with velocities in excess of 15 mph, including gusts in excess of 30 mph.

### *Regional Air Quality*

Air emissions are generated by a variety of sources in Ventura County. Motor vehicles traveling along local roadways are a major source. Agricultural activities such as diesel and gasoline-powered equipment (i.e., tractors, trucks) and pesticide spraying also emit air pollutants. Finally, the residential land uses in proximity to the Specific Plan area also emit air pollutants in the form of household pesticides, household products and cleaners.

The topography and climate of Ventura County combine to make it an area of smog potential. Temperature inversions occur frequently at approximately 800 to 1,000 feet above mean sea level in Ventura County and are most persistent during late summer and early fall. Temperature inversions are created when a warm air mass descends over a lower, cooler, moist marine air layer. The warm upper layer forms a cap over the marine layer and inhibits the air pollutants generated near the ground from dispersing upward. Light summer winds and the surrounding mountains further limit the horizontal dispersal of pollutants. Concentrating volumes of pollutants in this manner allows the summer sunlight to generate high levels of photochemical smog. In the winter, cool ground temperatures and very light winds can cause extremely low inversions and air stagnation, trapping pollutants during the late night and early morning hours.

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<sup>1</sup> Western Regional Climate Center, "Ventura, California (049285)," <http://www.wrcc.dri.edu/>. 2009.

<sup>2</sup> Western Regional Climate Center, "Average Wind Speed – MPH, Oxnard Airport," <http://www.wrcc.dri.edu/htmlfiles/westwind.final.html>. 2006.

The determination of whether a region's air quality is healthful or unhealthful is made by comparing contaminant levels in ambient air samples to the federal and state health-based air quality standards, referred to as the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS). The federal government and the State of California have established health-based air quality standards for the following criteria air pollutants: ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), respirable particulate matter (PM<sub>10</sub>), fine particulate matter (PM<sub>2.5</sub>), and lead. These standards were established to protect sensitive receptors with a margin of safety from adverse health impacts due to exposure to air pollution. The California standards are more stringent than the federal standards, particularly for PM<sub>10</sub> and SO<sub>2</sub>. California has also established standards for sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride. A brief description of the criteria pollutants is provided below.

- **Ozone (O<sub>3</sub>).** O<sub>3</sub> is a gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>), both byproducts of internal combustion engine exhaust and other sources undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.
- **Reactive Organic Compounds (ROCs).** ROCs are compounds comprised primarily of atoms of hydrogen and carbon. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. Adverse effects on human health are not caused directly by ROCs, but rather by reactions of ROCs to form secondary air pollutants, including ozone. ROCs are also referred to as volatile organic compounds (VOCs) or reactive organic gases (ROGs). ROCs themselves are not "criteria" pollutants; however, they contribute to formation of O<sub>3</sub>.
- **Nitrogen Dioxide (NO<sub>2</sub>).** NO<sub>2</sub> is a reddish-brown, highly reactive gas that is formed in the ambient air through the oxidation of nitric oxide (NO). NO<sub>2</sub> is also a byproduct of fuel combustion. The principle form of NO<sub>2</sub> produced by combustion is NO, but NO reacts quickly to form NO<sub>2</sub>, creating the mixture of NO and NO<sub>2</sub> referred to as oxides of nitrogen (NO<sub>x</sub>). NO<sub>2</sub> acts as an acute irritant and, in equal concentrations, is more injurious than NO. At atmospheric concentrations, however, NO<sub>x</sub> is only potentially irritating. NO<sub>2</sub> absorbs blue light, the result of which is a brownish-red cast to the atmosphere and reduced visibility.
- **Carbon Monoxide (CO).** CO is a colorless, odorless gas produced by the incomplete combustion of fuels. CO concentrations tend to be the highest during the winter morning, with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, and motor vehicles operating at slow speeds are the primary source of CO in the basin, the highest ambient CO concentrations are generally found near congested transportation corridors and intersections.
- **Sulfur dioxide (SO<sub>2</sub>).** SO<sub>2</sub> is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high-sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When sulfur dioxide oxidizes in the atmosphere, it forms sulfates (SO<sub>4</sub>).

- **Respirable Particulate Matter (PM<sub>10</sub>).** PM<sub>10</sub> consists of extremely small, suspended particles or droplets 10 microns or smaller in diameter. Some sources of PM<sub>10</sub>, like pollen and windstorms, are naturally occurring. However, in populated areas, most PM<sub>10</sub> is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities.
- **Fine Particulate Matter (PM<sub>2.5</sub>).** PM<sub>2.5</sub> refers to particulate matter that is 2.5 micrometers or smaller in size. The sources of PM<sub>2.5</sub> include fuel combustion from automobiles, power plants, wood burning, industrial processes, and diesel-powered vehicles such as buses and trucks. These fine particles are also formed in the atmosphere when gases such as sulfur dioxide, NO<sub>x</sub>, and VOCs are transformed in the air by chemical reactions.
- **Lead (Pb).** Pb occurs in the atmosphere as particulate matter. The combustion of leaded gasoline is the primary source of airborne lead in the basin. The use of leaded gasoline is no longer permitted for on-road motor vehicles, so most such combustion emissions are associated with off-road vehicles such as racecars that use leaded gasoline. Other sources of Pb include the manufacturing and recycling of batteries, paint, ink, ceramics, ammunition, and secondary lead smelters.

The U.S. Environmental Protection Agency (U.S. EPA) is the federal agency responsible for setting the NAAQS. Air quality of a region is considered to be in attainment of the NAAQS if the measured ambient air pollutant levels are not exceeded more than once per year, except for O<sub>3</sub>, PM<sub>10</sub>, PM<sub>2.5</sub> and those based on annual averages or arithmetic mean. The NAAQS for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are based on statistical calculations over one- to three-year periods, depending on the pollutant. CARB is the state agency responsible for setting the CAAQS. Air quality of a region is considered to be in attainment of the CAAQS if the measured ambient air pollutant levels for O<sub>3</sub>, CO, NO<sub>2</sub>, SO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and lead are not exceeded, and all other standards are not equaled or exceeded at any time in any consecutive three-year period. The NAAQS and CAAQS for each of the monitored pollutants and their effects on health are summarized in **Table 4.3-1, Ambient Air Quality Standards**.

**Table 4.3-1  
Ambient Air Quality Standards**

| Air Pollutant                                     | Concentration/Averaging Time   |   | Most Relevant Health Effects  |
|---|--|---|---|
|   | State Standard (CAAQS)   | Federal Primary Standard (NAAQS)  |   |
| Ozone <sup>1</sup>                                | 0.09 ppm, 1-hr. avg.<br>0.070 ppm, 8-hr avg.                                       | 0.075 ppm, 8-hr avg. (three-year average of annual 4 <sup>th</sup> -highest daily maximum)  | (a) Pulmonary function decrements and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation damage; and (f) Property damage |
| Nitrogen Dioxide <sup>2</sup>                     | 0.18 ppm, 1-hr avg.<br>0.030 ppm, annual arithmetic mean                           | 0.100 ppm, 1-hr avg.<br>0.053 ppm, annual arithmetic mean   | (a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extrapulmonary biochemical and cellular changes and pulmonary structural changes; and (c) Contribution to atmospheric discoloration   |
| Respirable Particulate Matter (PM <sub>10</sub> ) | 50 µg/m <sup>3</sup> , 24-hr avg.<br>20 µg/m <sup>3</sup> , annual arithmetic mean | 150 µg/m <sup>3</sup> , 24-hr avg.  | (a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; and (c) Increased risk of premature death from heart or lung diseases in the elderly  |
| Fine Particulate Matter (PM <sub>2.5</sub> )      | 12 µg/m <sup>3</sup> , annual arithmetic mean                                      | 35 µg/m <sup>3</sup> , 24-hr avg. (three-year average of 98 <sup>th</sup> percentile)<br>15 µg/m <sup>3</sup> , annual arithmetic mean (three-year average) | (a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; and (c) Increased risk of premature death from heart or lung diseases in the elderly  |
| Carbon Monoxide                                   | 20 ppm, 1-hr avg.<br>9.0 ppm, 8-hr avg.  | 35 ppm, 1-hr avg.<br>9 ppm, 8-hr avg.   | (a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; and (d) Possible increased risk to fetuses   |

| Air Pollutant                 | Concentration/Averaging Time   |  | Most Relevant Health Effects   |
|-------------------------------|--|--|--|
|                               | State Standard (CAAQS)   | Federal Primary Standard (NAAQS)   |  |
| Sulfur Dioxide <sup>3</sup>   | 0.25 ppm, 1-hr. avg.<br>0.04 ppm, 24-hr avg.   | 0.075 ppm, 1-hr avg.   | Bronchoconstriction accompanied by symptoms, which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in person with asthma                                     |
| Lead <sup>4,5</sup>           | 1.5 µg/m <sup>3</sup> , 30-day avg.  | 1.5 µg/m <sup>3</sup> , calendar quarter<br>0.15 µg/m <sup>3</sup> , three-month rolling average | (a) Increased body burden, and<br>(b) Impairment of blood formation and nerve conduction   |
| Visibility-Reducing Particles | Reduction of visual range to less than 10 miles at relative humidity less than 70%, 8-hour avg. (10:00 AM–6:00 PM) | None   | Visibility impairment on days when relative humidity is less than 70%.   |
| Sulfates                      | 25 µg/m <sup>3</sup> , 24-hr avg.  | None   | (a) Decrease in ventilatory function,<br>(b) Aggravation of asthmatic symptoms,<br>(c) Aggravation of cardio-pulmonary disease,<br>(d) Vegetation damage, (e) Degradation of visibility, and (f) Property damage |
| Hydrogen Sulfide              | 0.03 ppm, 1-hr avg.  | None   | Odor annoyance   |
| Vinyl Chloride <sup>4</sup>   | 0.01 ppm, 24-hr avg.   | None   | Known carcinogen   |

Source: South Coast Air Quality Management District, Final Program Environmental Impact Report for the 2007 Air Quality Management Plan, (2007) Table 3.1-1, p. 3.1-3.

µg/m<sup>3</sup> = microgram per cubic meter.

ppm = parts per million by volume.

<sup>1</sup> On March 12, 2008, the U.S. EPA revised the federal ozone standard from 0.08 ppm to 0.075 ppm. The standard became effective on May 27, 2008.

<sup>2</sup> On January 25, 2010, the U.S. EPA promulgated a new 1-hour NO<sub>2</sub> standard. The new 1-hour standard is 0.100 ppm (188 micrograms per cubic meter) and became effective on April 12, 2010.

<sup>3</sup> On June 3, 2010, the U.S. EPA issued a new 1-hour SO<sub>2</sub> standard. The new 1-hour standard is 0.075 ppm (196 micrograms per cubic meter). The U.S. EPA also revoked the existing 24-hour and annual standards citing a lack of evidence of specific health impacts from long-term exposures. The new 1-hour standard becomes effective 60 days after publication in the Federal Register.

<sup>4</sup> CARB has identified lead and vinyl chloride as “toxic air contaminants” with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

<sup>5</sup> On October 15, 2008, the U.S. EPA revised the federal lead standard to include 0.15 µg/m<sup>3</sup> based on a three-month rolling average.

### *Local Air Quality*

The VCAPCD is responsible for air quality planning in Ventura County. As part of its planning efforts, the VCAPCD operates seven air quality monitoring stations throughout Ventura County to monitor and record ambient pollutant levels. These stations are located in Thousand Oaks, El Rio, Ventura, Piru, Ojai, and Simi Valley. The monitoring station most representative of the ambient air quality in the vicinity of the Specific Plan area is located at 2323 Moorpark Road in the City of Thousand Oaks. However, this station presently monitors the concentration levels of only O<sub>3</sub> and PM<sub>2.5</sub>. Therefore, data from the next closest monitoring station located at 5400 Cochran Street in the City of Simi Valley was used for ambient levels of NO<sub>2</sub> and PM<sub>10</sub>.

**Table 4.3-2, Summary of Ambient Air Pollutant Concentrations**, identifies the NAAQS and CAAQS for relevant air pollutants and provides a summary of ambient air quality measured within the City of Thousand Oaks through the period of 2007 to 2009, the most recent years for which data is available. CO monitoring was eliminated in Ventura County in 2004 as part of network changes in response to the proposed National Monitoring Strategy set forth by the U.S. EPA. The decision to eliminate CO monitoring was approved by both the U.S. EPA and CARB. Ventura County has met the CO standard for some time now. In addition, SO<sub>2</sub> monitoring in Ventura County was eliminated in 2004 and ambient concentrations for lead and sulfate are well below the state standards.<sup>3</sup> Therefore, these pollutants are not presented in the table below. Summary data available through the year 2009 shows local ozone levels are higher than the state and national standards and local PM<sub>10</sub> levels are higher than the state standards. It should be noted that an exceedance is not necessarily considered a violation of the ambient air quality standards. Exceptions are given for natural events, among other things, that could lead to exceptional ambient air quality levels such as would occur during a fire event.

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<sup>3</sup> Ventura County Air Pollution Control District, *Draft 2009 Ambient Air Monitoring Network Plan*, (2009) 13.

**Table 4.3-2**  
**Summary of Ambient Air Pollutant Concentrations**

| Pollutant  | Standards <sup>1</sup> | Year  |       |       |
|--|------------------------|-------|-------|-------|
|  |                        | 2007  | 2008  | 2009  |
| OZONE (O <sub>3</sub> )  |                        |       |       |       |
| Maximum 1-hour concentration monitored (ppm)                   |                        | 0.112 | 0.103 | 0.109 |
| Maximum 8-hour concentration monitored (ppm)                   |                        | 0.102 | 0.084 | 0.086 |
| Number of days exceeding state 1-hour standard                 | 0.09 ppm               | 2     | 1     | 4     |
| Number of days exceeding state 8-hour standard                 | 0.070 ppm              | 8     | 13    | 9     |
| Number of days exceeding federal 8-hour standard <sup>2</sup>  | 0.075 ppm              | 2     | 6     | 5     |
| NITROGEN DIOXIDE (NO <sub>2</sub> ) <sup>3</sup>               |                        |       |       |       |
| Maximum 1-hour concentration monitored (ppm)                   |                        | 0.064 | 0.077 | 0.047 |
| Annual average concentration monitored (ppm)                   |                        | 0.013 | 0.012 | 0.011 |
| Number of days exceeding state 1-hour standard                 | 0.18 ppm               | 0     | 0     | 0     |
| RESPIRABLE PARTICULATE MATTER (PM <sub>10</sub> ) <sup>4</sup> |                        |       |       |       |
| Maximum 24-hour concentration monitored (µg/m <sup>3</sup> )   |                        | 118.5 | 83.6  | 76.8  |
| Annual average concentration monitored (µg/m <sup>3</sup> )    |                        | 28.5  | 26.6  | NA    |
| Number of samples exceeding state standard                     | 50 µg/m <sup>3</sup>   | 4     | 2     | 1     |
| Number of samples exceeding federal standard                   | 150 µg/m <sup>3</sup>  | 0     | 0     | 0     |
| FINE PARTICULATE MATTER (PM <sub>2.5</sub> )                   |                        |       |       |       |
| Maximum 24-hour concentration monitored (µg/m <sup>3</sup> )   |                        | 31.5  | 27.8  | 21.7  |
| Annual average concentration monitored (µg/m <sup>3</sup> )    |                        | 10.6  | 11.5  | NA    |
| Number of samples exceeding federal standard                   | 35 µg/m <sup>3</sup>   | 0     | 0     | 0     |

Source: California Air Resources Board, "Air Quality Data Statistics," <http://www.arb.ca.gov/adam/2010>.

NA = not available

<sup>1</sup> Parts by volume per million of air (ppm), micrograms per cubic meter of air (µg/m<sup>3</sup>), or annual arithmetic mean (aam).

<sup>2</sup> The 8-hour federal O<sub>3</sub> standard was revised from 0.08 ppm to 0.075 ppm in March 2008. The statistics shown are based on the 2008 standard of 0.075 ppm.

<sup>3</sup> NO<sub>2</sub> monitoring data was obtained from the Simi Valley monitoring station.

<sup>4</sup> PM<sub>10</sub> monitoring data was obtained from the Simi Valley monitoring station.

## *Global Climate Change*

### **Global Climate Change Background**

Global climate change refers to any significant change in climate measurements, such as temperature, precipitation, or wind, lasting for an extended period (i.e., decades or longer).<sup>4</sup> Climate change may result from

- natural factors, such as changes in the sun's intensity or slow changes in the Earth's orbit around the sun;
- natural processes within the climate system (e.g., changes in ocean circulation, reduction in sunlight from the addition of greenhouse gases (GHG) and other gases to the atmosphere from volcanic eruptions); and
- human activities that change the atmosphere's composition (e.g., through burning fossil fuels) and the land surface (e.g., deforestation, reforestation, urbanization, desertification).

The natural process through which heat is retained in the troposphere<sup>5</sup> is called the "greenhouse effect." The greenhouse effect traps heat in the troposphere through a three-fold process as follows: (1) short-wave radiation in the form of visible light emitted by the Sun is absorbed by the Earth as heat; (2) long-wave radiation re-emitted by the Earth; and (3) GHGs in the atmosphere absorbing or trapping the long-wave radiation and re-emitting it back towards the Earth and into space. This third process is the focus of current climate change actions.

While water vapor and carbon dioxide (CO<sub>2</sub>) are the most abundant GHG, other trace GHGs have a greater ability to absorb and re-radiate long-wave radiation. To gauge the potency of GHGs, scientists have established a Global Warming Potential (GWP) for each GHG based on its ability to absorb and re-emit long-wave radiation over a specific period. The GWP of a gas is determined using CO<sub>2</sub> as the reference gas with a GWP of 1 over 100 years. For example, a gas with a GWP of 10 is 10 times more potent than CO<sub>2</sub> over 100 years. The use of GWP allows GHG emissions to be reported using CO<sub>2</sub> as a baseline. The sum of each GHG multiplied by its associated GWP is referred to as carbon dioxide equivalents (CO<sub>2</sub>e). This essentially means that 1 metric ton of a GHG with a GWP of 10 has the same climate change impacts as 10 metric tons of CO<sub>2</sub>.

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<sup>4</sup> U.S. Environmental Protection Agency, "Glossary of Climate Change Terms," [http://www.epa.gov/climatechange/glossary.html#Climate\\_change](http://www.epa.gov/climatechange/glossary.html#Climate_change). 2008.

<sup>5</sup> The troposphere is the bottom layer of the atmosphere, which varies in height from the Earth's surface from 10 to 12 kilometers.



The primary effect of global climate change has been a rise in the average global tropospheric temperature of 0.2° Celsius per decade, determined from meteorological measurements world-wide between 1990 and 2005.<sup>6</sup> Climate change modeling using 2000 emission rates shows that further warming is likely to occur, which would induce further changes in the global climate system during the current century.<sup>7</sup> Changes to the global climate system and ecosystems and to California could include:

- declining sea ice and mountain snowpack levels, thereby increasing sea levels and sea surface evaporation rates with a corresponding increase in tropospheric water vapor due to the atmosphere's ability to hold more water vapor at higher temperatures;<sup>8</sup>
- rising average global sea levels primarily due to thermal expansion and the melting of glaciers, ice caps, and the Greenland and Antarctic ice sheets;<sup>9</sup>
- changing weather patterns, including changes to precipitation, ocean salinity, and wind patterns, and more energetic aspects of extreme weather including droughts, heavy precipitation, heat waves, extreme cold, and the intensity of tropical cyclones;<sup>10</sup>
- declining Sierra snowpack levels, which account for approximately half of the surface water storage in California, by 70 percent to as much as 90 percent over the next 100 years;<sup>11</sup>
- increasing the number of days conducive to ozone formation by 25 to 85 percent (depending on the future temperature scenario) in high ozone areas located in the Southern California area and the San Joaquin Valley by the end of the 21st century;<sup>12</sup>
- increasing the potential for erosion of California's coastlines and sea water intrusion into the Sacramento and San Joaquin Delta and associated levee systems due to the rise in sea level;<sup>13</sup>
- increasing pest infestation making California more susceptible to forest fires;<sup>14</sup> and
- increasing the demand for electricity by 1 to 3 percent by 2020 due to rising temperatures resulting in hundreds of millions of dollars in extra expenditures.<sup>15</sup>

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<sup>6</sup> Intergovernmental Panel on Climate Change, "Climate Change 2007: The Physical Science Basis, Summary for Policymakers," [http://ipcc-wg1.ucar.edu/wg1/docs/WG1AR4\\_SPM\\_PlenaryApproved.pdf](http://ipcc-wg1.ucar.edu/wg1/docs/WG1AR4_SPM_PlenaryApproved.pdf). 2007.

<sup>7</sup> Ibid.

<sup>8</sup> Ibid.

<sup>9</sup> Ibid.

<sup>10</sup> Ibid.

<sup>11</sup> California Environmental Protection Agency, Climate Action Team, *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, 2006.

<sup>12</sup> Ibid.

<sup>13</sup> Ibid.

<sup>14</sup> Ibid.

## Greenhouse Gases

State law defines GHGs to include the following compounds:<sup>16</sup>

- **Carbon Dioxide (CO<sub>2</sub>).** CO<sub>2</sub> is primarily generated from fossil fuel combustion from stationary and mobile sources. CO<sub>2</sub> is the most widely emitted GHG and is the reference gas (GWP of 1) for determining the GWPs of other GHGs.
- **Methane (CH<sub>4</sub>).** Methane is emitted from biogenic sources (i.e., resulting from the activity of living organisms), incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. The GWP of methane is 21.
- **Nitrous Oxide (N<sub>2</sub>O).** Is produced by human-related sources including agricultural soil management, animal manure management, wastewater treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. The GWP of nitrous oxide is 310.
- **Hydrofluorocarbons (HFCs).** HFCs typically are used as refrigerants in both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam-blowing is growing particularly as the continued phase-out of chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs) gains momentum. The GWPs of HFCs ranges from 140 for HFC-152a to 11,700 for HFC-23.
- **Perfluorocarbons (PFCs).** Perfluorocarbons are compounds consisting of carbon and fluorine. They are primarily created as a byproduct of aluminum production and semiconductor manufacturing. Perfluorocarbons are potent GHGs with a Global Warming Potential several thousand times that of carbon dioxide, depending on the specific PFC. Another area of concern regarding PFCs is their long atmospheric lifetime (up to 50,000 years).<sup>17</sup> The GWPs of PFCs range from 5,700 to 11,900.
- **Sulfur Hexafluoride (SF<sub>6</sub>).** Sulfur hexafluoride is a colorless, odorless, nontoxic, nonflammable gas. It is most commonly used as an electrical insulator in high voltage equipment that transmits and distributes electricity. Sulfur hexafluoride has a GWP of 23,900. However, it is not prevalent in the atmosphere (4 parts per trillion [ppt] in 1990 versus 365 parts per million [ppm] of CO<sub>2</sub>).<sup>18</sup>

<sup>15</sup> California Environmental Protection Agency, Climate Action Team, *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, 2006.

<sup>16</sup> All Global Warming Potentials are given as 100-year values. Unless noted otherwise, all Global Warming Potentials were obtained from the Intergovernmental Panel on Climate Change. *Climate Change 1995: The Science of Climate Change – Contribution of Working Group I to the Second Assessment Report of the Intergovernmental Panel on Climate Change*. Cambridge (UK): Cambridge University Press, 1996.

<sup>17</sup> Energy Information Administration, “Other Gases: Hydrofluorocarbons, Perfluorocarbons, and Sulfur Hexafluoride,” [http://www.eia.doe.gov/oiaf/1605/gg00rpt/other\\_gases.html](http://www.eia.doe.gov/oiaf/1605/gg00rpt/other_gases.html). n.d.

<sup>18</sup> U.S. Environmental Protection Agency, “High GWP Gases and Climate Change,” <http://www.epa.gov/highgwp/scientific.html#sf6>. n.d.

The primary GHGs of concern relative to the proposed Specific Plan are CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O. These three GHGs are generally emitted from combustion activities. The other GHGs listed above are related to specific industrial uses and not anticipated to be emitted in measurable or substantial quantities by future development that may result from the adoption of the proposed Specific Plan.

### Contributions to Greenhouse Gas Emissions

#### *Global*

Worldwide anthropogenic (man-made) GHG emissions are tracked for industrialized nations (referred to as Annex I) and developing nations (referred to as Non-Annex I). Man-made GHG emissions for Annex I nations are available through 2007. Man-made GHG emissions for Non-Annex I nations are available through 2005. The sum of these emissions totaled approximately 42,133 million metric tons of CO<sub>2</sub> equivalents (MMTCO<sub>2</sub>e).<sup>19</sup> It should be noted that global emissions inventory data are not all from the same year and may vary depending on the source of the emissions inventory data.<sup>20</sup> Emissions from the top five countries and the European Union accounted for approximately 55 percent of the total global GHG emissions, according to the most recently available data. (See **Table 4.3-3, Top Five GHG Producer Countries and the European Union**). The GHG emissions in more recent years may differ from the inventories presented in **Table 4.3-3**; however, the data is representative of currently available inventory data.

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<sup>19</sup> The CO<sub>2</sub> equivalent emissions commonly are expressed as “million metric tons of carbon dioxide equivalent (MMTCO<sub>2</sub>).” The carbon dioxide equivalent for a gas is derived by multiplying the tons of the gas by the associated GWP, such that MMTCO<sub>2</sub> = (million metric tons of a GHG) x (GWP of the GHG). For example, the GWP for methane is 21. This means that the emission of one million metric tons of methane is equivalent to the emission of 21 million metric tons of CO<sub>2</sub>.

<sup>20</sup> The global emissions are the sum of Annex I and non-Annex I countries, without counting Land-Use, Land-Use Change and Forestry (LULUCF). For countries without 2005 data, the UNFCCC data for the most recent year were used. United Nations Framework Convention on Climate Change, “Annex I Parties – GHG total without LULUCF,” [http://unfccc.int/ghg\\_emissions\\_data/ghg\\_data\\_from\\_unfccc/time\\_series\\_annex\\_i/items/3841.php](http://unfccc.int/ghg_emissions_data/ghg_data_from_unfccc/time_series_annex_i/items/3841.php) and “Flexible GHG Data Queries” with selections for total GHG emissions excluding LULUCF/LUCF, all years, and non-Annex I countries, <http://unfccc.int/di/FlexibleQueries/Event.do?event=showProjection>. n.d.

**Table 4.3-3**  
**Top Five GHG Producer Countries and the European Union**

| <b>Emitting Countries</b>             | <b>GHG Emissions<br/>(MMTCO<sub>2</sub>e)</b> |
|---------------------------------------|---|
| China                                 | 7,250   |
| United States                         | 7,217   |
| European Union (EU), 27 Member States | 5,402   |
| Russian Federation                    | 2,202   |
| India                                 | 1,863   |
| Japan                                 | 1,412   |
| <b>Total</b>                          | <b>25,346</b>                                 |

Source: World Resources Institute, "Climate Analysis Indicators Tool (CAIT)," <http://cait.wri.org/>. 2010.

Excludes emissions and removals from land use, land-use change and forestry (LULUCF).

Note: Emissions for Annex I nations are based on 2007 data. Emissions for Non-Annex I nations (e.g., China, India) are based on 2005 data.

### **United States**

As noted in **Table 4.3-3**, the United States was the number two emitter of global GHG emissions. The primary GHG emitted by human activities in the United States was CO<sub>2</sub>, representing approximately 84 percent of total GHG emissions.<sup>21</sup> Carbon dioxide from fossil fuel combustion, the largest source of U.S. GHG emissions, accounted for approximately 80 percent.<sup>22</sup>

### **State of California**

CARB compiles GHG inventories for the State of California. Based upon the 2008 GHG inventory data (i.e., the latest year for which data are available) for the 2000 to 2008 greenhouse gas emissions inventory, California emitted 474 MMTCO<sub>2</sub>e *including* emissions resulting from imported electrical power in 2008.<sup>23</sup> Based on the CARB inventory data and GHG inventories compiled by the World Resources Institute, California's total statewide GHG emissions rank second in the United States (Texas is number one) with emissions of 417 MMTCO<sub>2</sub>e *excluding* emissions related to imported power.<sup>24</sup>

<sup>21</sup> U.S. Environmental Protection Agency, "Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2006," <http://www.epa.gov/climatechange/emissions/usinventoryreport.html>. 2008.

<sup>22</sup> Ibid.

<sup>23</sup> California Air Resources Board, "California Greenhouse Gas 2000-2008 Inventory by Scoping Plan Category - Summary," <http://www.arb.ca.gov/cc/inventory/data/data.htm>. 2010.

<sup>24</sup> Ibid.

The primary contributors to GHG emissions in California are transportation, electric power production from both in-state and out-of-state sources, industry, agriculture and forestry, and other sources, which include commercial and residential activities. **Table 4.3-4, GHG Emissions in California**, provides a summary of GHG emissions reported in California in 1990 and 2008 separated by categories defined by the United Nations Intergovernmental Panel on Climate Change (IPCC).

**Table 4.3-4**  
**GHG Emissions in California**

| Source Category   | 1990<br>(MMTCO <sub>2</sub> e) | Percent of<br>Total | 2008<br>(MMTCO <sub>2</sub> e) | Percent of<br>Total |
|---|--------------------------------|---------------------|--------------------------------|---------------------|
| <b>ENERGY</b>   | <b>386.41</b>                  | <b>89.2%</b>        | <b>413.80</b>                  | <b>86.6%</b>        |
| Energy Industries                                       | 157.33                         | 36.3%               | 171.23                         | 35.8%               |
| Manufacturing Industries & Construction                 | 24.24                          | 5.6%                | 16.67                          | 3.5%                |
| Transport   | 150.02                         | 34.6%               | 173.94                         | 36.4%               |
| Other (Residential/Commercial/Institutional)            | 48.19                          | 11.1%               | 46.59                          | 9.8%                |
| Non-Specified   | 1.38                           | 0.3%                | 0.00                           | 0.0%                |
| Fugitive Emissions from Oil & Natural Gas               | 2.94                           | 0.7%                | 3.28                           | 0.7%                |
| Fugitive Emissions from Other Energy Production         | 2.31                           | 0.5%                | 2.09                           | 0.4%                |
| <b>INDUSTRIAL PROCESSES &amp; PRODUCT USE</b>           | <b>18.34</b>                   | <b>4.2%</b>         | <b>30.11</b>                   | <b>6.3%</b>         |
| Mineral Industry  | 4.85                           | 1.1%                | 5.35                           | 1.1%                |
| Chemical Industry                                       | 2.34                           | 0.5%                | 0.06                           | 0.0%                |
| Non-Energy Products from Fuels & Solvent Use            | 2.29                           | 0.5%                | 1.97                           | 0.4%                |
| Electronics Industry                                    | 0.59                           | 0.1%                | 0.80                           | 0.2%                |
| Substitutes for Ozone Depleting Substances              | 0.04                           | 0.0%                | 13.89                          | 2.9%                |
| Other Product Manufacture and Use                       | 3.18                           | 0.7%                | 1.66                           | 0.3%                |
| Other   | 5.05                           | 1.2%                | 6.39                           | 1.3%                |
| <b>AGRICULTURE, FORESTRY, &amp; OTHER LAND USE</b>      | <b>19.11</b>                   | <b>4.4%</b>         | <b>24.42</b>                   | <b>5.1%</b>         |
| Livestock   | 11.67                          | 2.7%                | 16.28                          | 3.4%                |
| Land  | 0.19                           | 0.0%                | 0.19                           | 0.0%                |
| Aggregate Sources & Non-CO <sub>2</sub> Sources on Land | 7.26                           | 1.7%                | 7.95                           | 1.7%                |
| <b>WASTE</b>  | <b>9.42</b>                    | <b>2.2%</b>         | <b>9.41</b>                    | <b>2.0%</b>         |
| Solid Waste Disposal                                    | 6.26                           | 1.4%                | 6.71                           | 1.4%                |
| Wastewater Treatment & Discharge                        | 3.17                           | 0.7%                | 2.70                           | 0.6%                |

| Source Category                   | 1990<br>(MMTCO <sub>2</sub> e) | Percent of<br>Total | 2008<br>(MMTCO <sub>2</sub> e) | Percent of<br>Total |
|-----------------------------------|--------------------------------|---------------------|--------------------------------|---------------------|
| <b>EMISSIONS SUMMARY</b>          |                                |                     |                                |                     |
| Gross California Emissions        | 433.29                         |                     | 477.74                         |                     |
| Sinks from Forests and Rangelands | -6.69                          |                     | -3.98                          |                     |
| Net California Emissions          | 426.60                         |                     | 473.76                         |                     |

## Sources:

<sup>1</sup> California Air Resources Board, "California Greenhouse Gas 1990-2004 Inventory by IPCC Category - Summary," <http://www.arb.ca.gov/cc/inventory/archive/archive.htm>. 2010.

<sup>2</sup> California Air Resources Board, "California Greenhouse Gas 2000-2008 Inventory by IPCC Category - Summary," <http://www.arb.ca.gov/cc/inventory/data/data.htm>. 2010.

Between 1990 and 2008, the population of California grew by approximately 7.3 million (from 29.8 to 37.9 million).<sup>25</sup> This represents an increase of approximately 27.2 percent from 1990 population levels. In addition, the California economy, measured as gross state product, grew from \$788 billion in 1990 to \$1.8 trillion in 2008 representing an increase of approximately 128 percent (over twice the 1990 gross state product).<sup>26</sup> Despite the population and economic growth, California's net GHG emissions only grew by approximately 11 percent. The California Energy Commission attributes the slow rate of growth to the success of California's renewable energy programs and its commitment to clean air and clean energy.<sup>27</sup>

### Global Ambient CO<sub>2</sub> Concentrations

Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O from before the start of the industrialization, around 1750, to over 650,000 years ago. For that period, it was found that CO<sub>2</sub> concentrations ranged from 180 ppm to 300 ppm. For the period from around 1750 to the present, global carbon dioxide concentrations increased from a pre-industrialization period concentration of 280 ppm to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range.<sup>28</sup> Global CH<sub>4</sub> and N<sub>2</sub>O concentrations show similar increases for the same period (see **Table 4.3-5, Comparison of Global Pre-Industrial and Current GHG Concentrations**).

<sup>25</sup> U.S. Census Bureau, "Data Finders," <http://www.census.gov/>. 2009; California Department of Finance, "E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-1008, with 2000 Benchmark," <http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2009/>. 2010.

<sup>26</sup> California Department of Finance, "Financial & Economic Data: Gross Domestic Product, California," [http://www.dof.ca.gov/HTML/FS\\_DATA/LatestEconData/FS\\_Misc.htm](http://www.dof.ca.gov/HTML/FS_DATA/LatestEconData/FS_Misc.htm). 2010. Amounts are based on current dollars as of the data of the report (June 2, 2009).

<sup>27</sup> California Energy Commission, *Inventory of California Greenhouse Gas Emissions and Sinks 1990 to 2004*, 2006.

<sup>28</sup> Ibid.

**Table 4.3-5**  
**Comparison of Global Pre-Industrial and Current GHG Concentrations**

| <b>Greenhouse Gas</b>            | <b>Early Industrial Period Concentrations (ppm)</b> | <b>Natural Range for Last 650,000 Years (ppm)</b> | <b>2005 Concentrations (ppm)</b> |
|----------------------------------|---|---|----------------------------------|
| Carbon Monoxide (CO)             | 280   | 180 to 300  | 379                              |
| Methane (CH <sub>4</sub> )       | 715   | 320 to 790  | 1,774                            |
| Nitrous Oxide (N <sub>2</sub> O) | 270   | NA  | 319                              |

*Source: Intergovernmental Panel on Climate Change, Climate Change 2007: The Physical Science Basis, Summary for Policymakers, (2007).*

### ***Sensitive Receptors***

The VCAPCD Guidelines<sup>29</sup> define sensitive receptors as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples include schools, hospitals, and daycare centers. The nearest off-site sensitive receptors to the Specific Plan area are the residential units located adjacent to the Specific Plan area. Anticipated residential units developed within the Specific Plan area would be considered on-site sensitive receptors for purposes of this analysis.

## **REGULATORY FRAMEWORK**

### **Federal Regulations**

The U.S. EPA is responsible for enforcing the federal Clean Air Act (CAA) and the NAAQS. The U.S. EPA regulated emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The U.S. EPA also maintains jurisdiction over emissions sources outside state waters (outer continental shelf), and establishes various emissions standards for vehicles sold in states other than California. These standards identify levels of air quality for seven criteria pollutants: O<sub>3</sub>, CO, NO<sub>2</sub>, SO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and lead. The thresholds are considered to be the maximum concentration of ambient (background) air pollutants determined safe to protect the public health and welfare with an adequate margin of safety.

<sup>29</sup> Ventura County Air Pollution Control District, *Ventura County Air Quality Assessment Guidelines*, 2003.

As part of its enforcement responsibilities, the U.S. EPA requires each state with areas that do not meet the federal standards to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the time frame identified in the SIP. The VCAPCD 2006 *Reasonably Available Control Technology SIP* and the updated *Draft 2009 Reasonably Available Control Technology SIP* are the regulatory mechanisms by which the County conforms to U.S. EPA regulations.

The 1990 Clean Air Act Amendments (CAAA) were enacted to better protect the public's health and create more efficient methods to lowering pollutant emissions. The major areas of improvement addressed in the amendments include NAAQS, air basin designations, automobile/heavy-duty engine emissions, and hazardous air pollutants. The U.S. EPA designated air basins as being in attainment or nonattainment for each of the seven criteria pollutants. Nonattainment air basins for ozone are further ranked (marginal, moderate, serious, severe, or extreme) according to the degree of nonattainment. CARB is required to describe in its SIP how the state will achieve federal standards by specified dates for each air basin that has failed to attain a NAAQS for any criteria pollutant. The VCAPCD has developed the *Final 2007 Ventura County Air Quality Management Plan*, which demonstrated how the region will attain the air quality standards set for in the CAAA. The extent of a given SIP depends on the severity of the air quality condition within the state or a specific air basin. Ventura County is classified by the U.S. EPA as a serious nonattainment area with respect to the 8-hour O<sub>3</sub> standard and as attainment/unclassified for the other criteria pollutants.<sup>30</sup>

The status of Ventura County with respect to attainment with the NAAQS is summarized in **Table 4.3-6, National Ambient Air Quality Standard Designations – South Central Coast Air Basin (Ventura County)**, below.

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<sup>30</sup> US Environmental Protection Agency, Region 9 – Air, “Attainment Designations for the 1997 8-hour Ozone Standard,” November 2009.



**Table 4.3-6**  
**National Ambient Air Quality Standard Designations**  
**South Central Coast Air Basin (Ventura County)**

| <b>Pollutant</b>                                  | <b>Designation/Classification</b> |
|---|-----------------------------------|
| Ozone (O <sub>3</sub> )                           | Nonattainment/Serious             |
| Carbon Monoxide (CO)                              | Attainment/Unclassifiable         |
| Nitrogen Dioxide (NO <sub>2</sub> )               | Attainment/Unclassifiable         |
| Sulfur Dioxide (SO <sub>2</sub> )                 | Attainment/Unclassifiable         |
| Respirable Particulate Matter (PM <sub>10</sub> ) | Attainment/Unclassifiable         |
| Fine Particulate Matter (PM <sub>2.5</sub> )      | Attainment/Unclassifiable         |
| Lead (Pb)   | Attainment                        |

Source: U.S. Environmental Protection Agency, "Region 9: Air Programs, Air Quality Maps," [http://www.epa.gov/region9/air/maps/maps\\_top.html](http://www.epa.gov/region9/air/maps/maps_top.html). 2010.

In response to rapid population growth and the associated rise in motor vehicle operations, the 1990 CAAA addressed tailpipe emissions from automobiles, heavy-duty engines, and diesel fuel engines. The amendments established more stringent standards for hydrocarbons, NO<sub>x</sub>, and CO emissions in order to reduce the ozone and carbon monoxide levels in heavily populated areas. Under the 1990 CAA, new fuels were required to be less volatile, contain less sulfur (regarding diesel fuel), and have higher levels of oxygenates (oxygen-containing substances to improve fuel combustion). The U.S. EPA also has regulatory and enforcement jurisdiction over emission sources beyond state waters (outer continental shelf), and those that are under the exclusive authority of the federal government, such as aircraft, locomotives, and interstate trucking. Due to the lack of a substantial reduction in hazardous emissions under the 1977 CAA, the 1990 CAAA listed 189 hazardous air pollutants (HAPs), which are carcinogenic, mutagenic, and/or reproductive toxicants, to be reduced. This program (The 1990 CAAA) impacts major stationary sources and area emissions sources requiring use of Maximum Achievable Control Technology (MACT) to reduce HAP emissions and their associated health impacts.

## State Regulations

### *California Air Resources Board*

The CARB, a branch of the California Environmental Protection Agency (CalEPA), oversees air quality planning and control throughout California. It is primarily responsible for ensuring the implementation of the California Clean Air Act (CCAA), responding to the federal CAA planning requirements applicable to the state, and regulating emissions from motor vehicles and consumer products within the state.

In addition, CARB also sets health based air quality standards and control measures for toxic air contaminants (TACs). Much of CARB's research goes toward automobile emissions, as they are primary contributors to air pollution in California. Under the CAA, CARB has the authority to establish more stringent standards for vehicles sold in California and for various types of equipment available commercially. It also sets fuel specifications to further reduce vehicular emissions.

The CCAA established a legal mandate for air basins to achieve the California ambient air quality standards (CAAQS) by the earliest practical date. These standards apply to the same seven criteria pollutants as the federal CAA and also include sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride. The state standards are more stringent than the federal standards, and in the case of PM<sub>10</sub> and SO<sub>2</sub>, far more stringent.

CARB supervises and supports the regulatory activities of local air quality districts as well as monitors air quality itself. Health and Safety Code Section 39607(e) requires CARB to establish and periodically review area designation criteria. These designation criteria provide the basis for CARB to designate areas of the state as "attainment," "nonattainment," or "unclassified" according to state standards. In addition, Health and Safety Code Section 39608 requires CARB to use the designation criteria to classify areas of California and to review those area designations on an annual basis. CARB makes area designations for 10 criteria pollutants: O<sub>3</sub>, CO, NO<sub>2</sub>, SO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, sulfates, lead, hydrogen sulfide, and visibility-reducing particles.<sup>31</sup> Air quality of a region is considered to be in attainment of the state standards if the measured ambient air pollutant levels for O<sub>3</sub>, CO, NO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>2</sub> (1- and 24-hour), and lead are not exceeded, and all other standards are not equaled or exceeded at any time in any consecutive three-year period. The status of the Ventura County with respect to attainment with the CAAQS is summarized in **Table 4.3-7, California Ambient Air Quality Standard Designations – South Central Coast Air Basin (Ventura County)**, below.

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<sup>31</sup> California Air Resources Board, "Area Designations (Activities and Maps)," <http://www.arb.ca.gov/desig/desig.htm>. 2010. According to California Health and Safety Code, Section 39608, "state board, in consultation with the districts, shall identify, pursuant to subdivision (e) of Section 39607, and classify each air basin which is in attainment and each air basin which is in nonattainment for any state ambient air quality standard." Section 39607(e) states that the State shall "establish and periodically review criteria for designating an air basin attainment or nonattainment for any state ambient air quality standard set forth in Section 70200 of Title 17 of the California Code of Regulations. California Code of Regulations, Title 17, Section 70200 does not include vinyl chloride; therefore, CARB does not make area designations for vinyl chloride.

**Table 4.3-7**  
**California Ambient Air Quality Standard Designations**  
**South Central Coast Air Basin (Ventura County)**

| Pollutant   | Designation/Classification |
|---|----------------------------|
| Ozone (O <sub>3</sub> )                           | Nonattainment <sup>1</sup> |
| Carbon Monoxide (CO)                              | Attainment                 |
| Nitrogen Dioxide (NO <sub>2</sub> )               | Attainment                 |
| Sulfur Dioxide (SO <sub>2</sub> )                 | Attainment                 |
| Respirable Particulate Matter (PM <sub>10</sub> ) | Nonattainment              |
| Fine Particulate Matter (PM <sub>2.5</sub> )      | Nonattainment              |
| Lead (Pb) <sup>2</sup>                            | Attainment                 |
| Sulfates (SO <sub>4</sub> )                       | Attainment                 |
| Hydrogen Sulfide (H <sub>2</sub> S)               | Unclassified               |
| Vinyl Chloride <sup>2</sup>                       | Unclassified               |
| Visibility-Reducing Particles                     | Unclassified               |

Source:

California Air Resources Board, "Area Designations Maps/State and National,"  
<http://www.arb.ca.gov/design/adm/adm.htm>. 2010.

<sup>1</sup> CARB has not issued area classifications based on the new state 8-hour standard. The previous classification for the 1-hour ozone standard was Severe.

<sup>2</sup> CARB has identified lead and vinyl chloride as "toxic air contaminants" with no threshold level of exposure for adverse health effects determined.

## Local Regulations

### *Ventura County*

The proposed project is located in Ventura County. In conjunction with the Southern California Association of Governments (SCAG), the VCAPCD is responsible for formulating and implementing air pollution control strategies in Ventura County. The VCAPCD is required to develop an air quality management plan (AQMP), which demonstrates how the region will attain the air quality standards set forth in the CCAA. The AQMP must be approved by CARB and is then incorporated into the SIP, along with AQMPs and clean air plans from other air districts. The portions of the SIP relevant to the federal CAA must be approved by the U.S. EPA. The VCAPCD's *Final 2007 Ventura County Air Quality Management Plan* (AQMP) was adopted by the VCAPCD Board in May 2008 and establishes a comprehensive air pollution control program leading to the attainment of the state and federal air quality standards in Ventura County. Ventura County is in nonattainment of the state 1-hour O<sub>3</sub> standard, and in nonattainment for the state 24 hour and annual PM<sub>10</sub> standards.

In February 2008, CARB formally requested that the U.S. EPA reclassify (bump up) Ventura County from moderate to serious nonattainment (one classification level) for the 8-hour ozone standard. This was necessary because the AQMP could not demonstrate attainment of the 8-hour ozone standard by the prior deadline. The reclassification would extend the attainment deadline under the CAA from June 15, 2010 to June 15, 2013. Although Ventura County would have more time to attain the standard, the serious classification requires Ventura County to meet the requirements of that higher classification, many of which are more stringent than for moderate areas. The U.S. EPA formally reclassified Ventura County effective June 19, 2008. In anticipation of the classification, the Final 2007 AQMP was prepared to satisfy the more stringent requirements for serious areas.

## Greenhouse Gas Regulations

### *Federal*

On December 7, 2009, the U.S. EPA Administrator signed two distinct findings regarding GHGs under section 202(a) of the Clean Air Act:

- **Endangerment Finding:** The Administrator finds that the current and projected concentrations of the six key well-mixed GHGs (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator finds that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution which threatens public health and welfare.

While these findings do not impose any requirements on industry or other entities, this action is a prerequisite to finalizing the U.S. EPA's proposed greenhouse gas emission standards for light-duty vehicles, which were jointly proposed by the U.S. EPA and the NHTSA. On April 1, 2012, the U.S. EPA and NHTSA issued final rules requiring that by the 2016 model-year, manufacturers must achieve a combined average vehicle emission level of 250 grams of CO<sub>2</sub> per mile, which is equivalent to 35.5 miles per gallon as measured by U.S. EPA standards.

### *State*

#### **Title 24 Building Standards Code**

The California Energy Commission first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state.

Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods. The latest revisions were adopted in 2008 and became effective on January 1, 2010.

Part 11 of the Title 24 Building Standards Code is referred to as the California Green Building Standards Code (CALGreen Code). The purpose of the CALGreen Code is to “improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality.”<sup>32</sup> The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). The CBSC has released a *2010 Draft California Green Building Standards Code* on its website.<sup>33</sup> It is anticipated the this update to Part 11 of the Title 24 Building Standards Code will be effective on January 1, 2011. Unless otherwise noted in the regulation, all newly constructed buildings in California are subject of the requirements of the CALGreen Code.

#### **Executive Order S-3-05 and the Climate Action Team**

In June 2005, the Governor established California’s GHG emissions reduction targets in Executive Order S-3-05. The Executive Order established the following goals: GHG emissions should be reduced to 2000 levels by 2010, 1990 levels by 2020, and 80 percent below 1990 levels by 2050. CalEPA is required to coordinate efforts of various agencies in order to collectively and efficiently reduce GHGs. Some of the agency representatives involved in the GHG reduction plan include the Secretary of the Business, Transportation and Housing Agency, the Secretary of the Department of Food and Agriculture, the Secretary of the Resources Agency, the Chairperson of CARB, the Chairperson of the CEC, and the President of the Public Utilities Commission. Representatives from these agencies comprise the Climate Action Team.

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<sup>32</sup> California Building Standards Commission, 2008 California Green Building Standards Code, 2009, 3.

<sup>33</sup> California Building Standards Commission, “CALGreen,” <http://www.bsc.ca.gov/CALGreen/default.htm>. 2010.

### ***Climate Action Team***

The Climate Action Team is responsible for implementing global warming emissions reduction programs. The CalEPA secretary is required to submit a biannual progress report from the Climate Action Team to the governor and state legislature disclosing the progress made toward GHG emission reduction targets and the impacts of global warming on California's water supply, public health, agriculture, the coastline, and forestry, and reporting possible mitigation and adaptation plans to combat these impacts.

### ***Climate Action Team Report***

The 2009 Climate Action Team Report (2009 CAT Report) identifies key measures that will help ensure that California will meet the GHG reduction goals established under the Governor's Executive Order S-3-05 (1990 levels by 2020 and 80 percent below 1990 levels by 2050). These key measures include both mitigation and adaptation strategies for all sectors of the economy.

Some strategies currently being implemented by state agencies include CARB introducing vehicle climate change standards and diesel anti-idling measures, the Energy Commission implementing building and appliance efficiency standards, and the CalEPA implementing its green building initiative. The Climate Action Team also recommends future emission reduction strategies, such as using only low-GWP refrigerants in new vehicles, developing ethanol as an alternative fuel, reforestation, solar power initiatives for homes and businesses, and investor-owned utility energy efficiency programs. According to the report, implementation of current and future emission reduction strategies have the potential to achieve the goals set forth in Executive Order S-3-05.

### **Assembly Bill 32**

In furtherance of the goals established in Executive Order S-3-05, the Legislature enacted Assembly Bill 32 (AB 32, Nuñez and Pavley), the California Global Warming Solutions Act of 2006, which Governor Schwarzenegger signed on September 27, 2006. AB 32 represents the first enforceable statewide program to limit GHG emissions from all major industries with penalties for noncompliance. AB 32 requires the State to undertake several actions – the major requirements are discussed below:

### ***State of California 1990 Greenhouse Gas Inventory and 2020 Limit***

As required under AB 32, on December 6, 2007, CARB approved the 1990 greenhouse gas emissions inventory, thereby establishing the emissions limit for 2020. The 2020 emissions limit was set at 427 MMTCO<sub>2e</sub>.

CARB also projected the state's 2020 GHG emissions under "business as usual" (BAU) conditions—that is, emissions that would occur without any plans, policies, or regulations to reduce GHG emissions. CARB used an average of the state's GHG emissions from 2002 through 2004 and projected the 2020 levels based on population and economic forecasts. The projected net emissions totaled approximately 596 MMTCO<sub>2</sub>e. Therefore, the state must reduce its 2020 BAU emissions by approximately 29 percent in order to meet the 1990 target.

The inventory revealed that in 1990, transportation, with 35 percent of the state's total emissions, was the largest single sector, followed by industrial emissions, 24 percent; imported electricity, 14 percent; in-state electricity generation, 11 percent; residential use, 7 percent; agriculture, 5 percent; and commercial uses, 3 percent. AB 32 does not require individual sectors to meet their individual 1990 GHG emissions inventory; the total statewide emissions are required to meet the 1990 threshold by 2020.

#### ***CARB Mandatory Reporting Requirements***

In addition to the 1990 emissions inventory, CARB also adopted regulations requiring the mandatory reporting of GHG emissions for large facilities on December 6, 2007. The mandatory reporting regulations require annual reporting from the largest facilities in the state, which account for approximately 94 percent of GHG emissions from industrial and commercial stationary sources in California. About 800 separate sources fall under the new reporting rules and include electricity generating facilities, electricity retail providers and power marketers, oil refineries, hydrogen plants, cement plants, cogeneration facilities, and industrial sources that emit over 25,000 tons of carbon dioxide each year from on-site stationary combustion sources. Transportation sources, which account for 38 percent of California's total greenhouse gas emissions, are not covered by these regulations but will continue to be tracked through existing means. Affected facilities will begin tracking their emissions in 2008, to be reported beginning in 2009 with a phase-in process to allow facilities to develop reporting systems and train personnel in data collection. Emissions for 2008 may be based on best available emission data. Beginning in 2010, however, emissions reporting requirements will be more rigorous and will be subject to third-party verification. Verification will take place annually or every three years, depending on the type of facility.

#### ***AB 32 Climate Change Scoping Plan***

As indicated above, AB 32 requires CARB to adopt a scoping plan indicating how reductions in significant GHG sources will be achieved through regulations, market mechanisms, and other actions. After receiving public input on their discussion draft of the Proposed Scoping Plan released in June 2008, CARB released the Climate Change Proposed Scoping Plan in October 2008 that contains an outline of the proposed state strategies to achieve the 2020 greenhouse gas emission limits.

The CARB Governing Board approved the Scoping Plan on December 11, 2008. Key elements of the Scoping Plan include the following recommendations:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards
- Achieving a statewide renewable energy mix of 33 percent
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system
- Establishing targets for transportation-related greenhouse gas emissions for regions throughout California and pursuing policies and incentives to achieve those targets
- Adopting and implementing measures pursuant to existing state laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the state's long-term commitment to AB 32 implementation

Under the Scoping Plan, approximately 85 percent of the state's emissions are subject to a cap-and-trade program where covered sectors are placed under a declining emissions cap. The emissions cap incorporates a margin of safety whereas the 2020 emissions limit will still be achieved even in the event that uncapped sectors do not fully meet their anticipated emission reductions. Emissions reductions will be achieved through regulatory requirements and the option to reduce emissions further or purchase allowances to cover compliance obligations. It is expected that emission reduction from this cap-and-trade program will account for a large portion of the reductions required by AB 32.

**Table 4.3-8, AB 32 Scoping Plan Measures**, lists CARB's preliminary recommendations for achieving greenhouse gas reductions under AB 32 along with a brief description of the requirements and applicability.



**Table 4.3-8  
AB 32 Scoping Plan Measures**

| <b>Scoping Plan Measure</b>   | <b>Description</b>   |
|---|--|
| <b>SPM-1:</b> California Cap-and-Trade Program linked to Western Climate Initiative | Implement a broad-based cap-and-trade program that links with other Western Climate Initiative Partner programs to create a regional market system. Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms. Capped sectors include transportation, electricity, natural gas, and industry. Projected 2020 business-as-usual emissions are estimated at 512 MTCO <sub>2</sub> e; preliminary 2020 emissions limit under cap-and-trade program are estimated at 365 MTCO <sub>2</sub> e (29 percent reduction). |
| <b>SPM-2:</b> California Light-Duty Vehicle GHG Standards                           | Implement adopted Pavley standards and planned second phase of the program. AB 32 states that if the Pavley standards (AB 1493) do not remain in effect, CARB shall implement equivalent or greater alternative regulations to control mobile sources.   |
| <b>SPM-3:</b> Energy Efficiency   | Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts. The Proposed Scoping Plan considers green building standards as a framework to achieve reductions in other sectors, such as electricity.  |
| <b>SPM-4:</b> Renewables Portfolio Standard   | Achieve 33 percent Renewable Portfolio Standard by both investor-owned and publicly owned utilities.   |
| <b>SPM-5:</b> Low Carbon Fuel Standard  | CARB identified the Low Carbon Fuel Standard as a Discrete Early Action item and the final regulation was adopted on April 23, 2009. In January 2007, Governor Schwarzenegger issued Executive Order S-1-07, which called the reduction of the carbon intensity of California's transportation fuels by at least 10 percent by 2020.   |
| <b>SPM-6:</b> Regional Transportation-Related Greenhouse Gas Targets                | Develop regional greenhouse gas emissions reduction targets for passenger vehicles. SB 375 requires CARB to develop, in consultation with metropolitan planning organizations, passenger vehicle greenhouse gas emissions reduction targets for 2020 and 2035 by September 30, 2010. SB 375 requires metropolitan planning organizations to prepare a sustainable communities strategy to reach the regional target provided by CARB.  |
| <b>SPM-7:</b> Vehicle Efficiency Measures   | Implement light-duty vehicle efficiency measures. CARB is pursuing fuel-efficient tire standards and measures to ensure properly inflated tires during vehicle servicing.  |
| <b>SPM-8:</b> Goods Movement  | Implement adopted regulations for port drayage trucks and the use of shore power for ships at berth. Improve efficiency in goods movement operations.  |
| <b>SPM-9:</b> Million Solar Roofs Program   | Install 3,000 megawatts of solar-electric capacity under California's existing solar programs.   |
| <b>SPM-10:</b> Heavy/Medium-Duty Vehicles   | Adopt heavy- and medium-duty vehicle and engine measures. Measures targeting aerodynamic efficiency, vehicle hybridization, and engine efficiency are recommended.   |
| <b>SPM-11:</b> Industrial Emissions   | Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce greenhouse gas emissions and provide other pollution reduction co-benefits. Reduce greenhouse gas emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive methane emissions and reduce flaring at refineries.   |

| Scoping Plan Measure                               | Description   |
|--|---|
| <b>SPM-12:</b> High Speed Rail                     | Support implementation of a high-speed rail system. This measure supports implementation of plans to construct and operate a high-speed rail system between Northern and Southern California serving major metropolitan centers.  |
| <b>SPM-13:</b> Green Building Strategy             | Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.  |
| <b>SPM-14:</b> High Global Warming Potential Gases | Adopt measures to reduce high global warming potential gases. The Proposed Scoping Plan contains 6 measures to reduce high global warming potential gases from mobile sources, consumer products, stationary sources, and semiconductor manufacturing.  |
| <b>SPM-15:</b> Recycling and Waste                 | Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.  |
| <b>SPM-16:</b> Sustainable Forests                 | Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation. The federal government and California's Board of Forestry and Fire Protection have the regulatory authority to implement the Forest Practice Act to provide for sustainable management practices. This measure is expected to play a greater role in the 2050 goals. |
| <b>SPM-17:</b> Water                               | Continue efficiency programs and use cleaner energy sources to move water. California will also establish a public goods charge for funding investments in water efficiency that will lead to as yet undetermined reductions in greenhouse gases.   |
| <b>SPM-18:</b> Agriculture                         | In the near-term, encourage investment in manure digesters and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020. Increase efficiency and encourage use of agricultural biomass for sustainable energy production. CARB has begun research on nitrogen fertilizers and will explore opportunities for emission reductions.       |

Source: California Air Resources Board, *Climate Change Scoping Plan*, (2008).

### Senate Bill 97

In August 2007, the legislature enacted SB 97 (Dutton), which directed the Governor's Office of Planning and Research (OPR) to develop guidelines under CEQA for the mitigation of greenhouse gas emissions. A number of actions have taken place under SB 97, which are discussed below.

### *OPR Climate Change Technical Advisory*

On June 19, 2008, OPR issued a technical advisory as interim guidance regarding the analysis of GHG emissions in CEQA documents.<sup>34</sup> The advisory indicated that a project's GHG emissions, including those associated with vehicular traffic, and construction activities, should be identified and estimated. The advisory further recommended that the lead agency determine significance of the impacts and impose all

<sup>34</sup> State of California, Governor's Office of Planning and Research, *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review*, 2008.

mitigation measures that are necessary to reduce GHG emissions to a less than significant level. The advisory did not recommend a specific threshold of significance. Instead, OPR requested that CARB recommend a method for setting thresholds that lead agencies may adopt.<sup>35</sup>

### ***CEQA Guideline Amendments***

In its work to formulate CEQA Guideline Amendments for GHG emissions, OPR submitted the *Proposed Draft CEQA Guideline Amendments for Greenhouse Gas Emissions* to the Secretary for Natural Resources on April 13, 2009. The Natural Resources Agency conducted formal rulemaking procedures in 2009 and adopted the CEQA Guideline Amendments on December 30, 2009.

### **Senate Bill 375**

The California Legislature passed Senate Bill 375 (SB 375) on September 1, 2008, and SB 375 was signed by Governor Schwarzenegger and chaptered into law on September 30, 2008. SB 375 requires CARB, working in consultation with the metropolitan planning organizations (MPOs), to set regional greenhouse gas reduction targets for the automobile and light truck sector for 2020 and 2035. CARB must provide each MPO with its reduction target by September 30, 2010. The target must then be incorporated within that region's Regional Transportation Plan (RTP), which is used for long-term transportation planning, in a Sustainable Communities Strategy (SCS). Certain transportation planning and programming activities would then need to be consistent with the SCS; however, SB 375 expressly provides that the SCS does not regulate the use of land, and further provides that local land use plans and policies (e.g., general plan) are not required to be consistent with either the RTP or SCS.

SB 375 also includes CEQA streamlining provisions for "transit priority projects," so long as the projects are consistent with the SCS. As defined in SB 375, a "transit priority project" shall: (1) contain at least 50 percent residential use, based on total building square footage and, if the project contains between 26 and 50 percent nonresidential uses, a floor area ratio of not less than 0.75; (2) provide a maximum net density of at least 20 dwelling units per acre; and (3) be within 0.5 mile of a major transit stop or high quality transit corridor.

### **California Climate Action Registry**

The California Climate Action Registry (CCAR) is a private non-profit organization formed by the State of California that serves as a voluntary GHG registry to protect and promote early actions to reduce GHG emissions by organizations. Senate Bill 1771 (SB 1771, Sher) formally established the CCAR with technical

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<sup>35</sup> Office of Planning and Research, *Preliminary Draft CEQA Guideline Amendments for Greenhouse Gas Emissions*, 2009, 4.

changes made to the statute in SB 527, which finalized the structure of the CCAR. The CCAR began with 23 charter members and currently has over 300 corporations, universities, cities and counties, government agencies and environmental organizations voluntarily measuring, monitoring, and publicly reporting their GHG emissions using the CCAR protocols. The CCAR has published a General Reporting Protocol, as well as project- and industry-specific protocols for landfill activities, livestock activities, the cement sector, the power/utility sector, and the forest sector. The protocols provide the principles, approach, methodology, and procedures required for participation in the CCAR.

Due to the growth of the CCAR, it now operates under the Climate Action Reserve,<sup>36</sup> which is a national offsets program for the United States carbon market. As part of this transition, the California Climate Action Registry was instrumental in establishing The Climate Registry, with the mission of expanding the California Registry's emissions reporting work to include all of North America.<sup>37</sup> Emissions inventory reporting is being transitioned to The Climate Registry, and reports for the 2009 reporting year will be the last the California Registry will accept. However, even after that year, the California Registry will continue to represent its members' emissions reports to the state of California.

#### **CAPCOA CEQA and Climate Change White Paper**

The California Air Pollution Control Officers Association (CAPCOA) prepared a "white paper" on CEQA and Climate Change in January 2008.

The white paper contains a disclaimer that states the paper is intended to be used as a resource by lead agencies when considering policy options and not as a guidance document. The disclaimer also states that it "is not intended, and should not be interpreted, to dictate the manner in which an air district or lead agency chooses to address GHG emissions in the context of its review of projects under CEQA."<sup>38</sup> Specifically, the white paper discusses three possible approaches to evaluating the significance of GHG emissions and possible mitigation measures; however, CAPCOA does not endorse any particular approach. The three alternative significance approaches are (1) not establishing a significance threshold for GHG emissions; (2) setting the GHG emission threshold at zero; and (3) setting the GHG emission threshold at some non-zero level. The white paper evaluates potential considerations and pitfalls associated with the three approaches. At the end of the white paper, CAPCOA provides a list of potential

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<sup>36</sup> Additional information about the Climate Action Reserve may be obtained at the following website: <http://www.climateactionreserve.org/>.

<sup>37</sup> Additional information about The Climate Registry may be obtained at the following website: <http://www.theclimateresistry.org/>.

<sup>38</sup> California Air Pollution Control Officers Association, *CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*, 2008.

mitigation measures and discusses each in terms of emissions reduction effectiveness, cost effectiveness, and technical and logistical feasibility.

## ENVIRONMENTAL IMPACTS

### Thresholds of Significance

The following thresholds for determining the significance of impacts related to air quality are contained in the environmental checklist form contained in Appendix G of the most recent update of the *California Environmental Quality Act (CEQA) Guidelines*. A significant impact would occur if the proposed Specific Plan would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations; or
- Create objectionable odors affecting a substantial number of people;

The Natural Resources Agency adopted amendments to the *State CEQA Guidelines*, which include thresholds of significance for GHG emissions in Appendix G on December 30, 2009. According to the adopted amendments, a project would have a significant effect on the environment if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and/or
- Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The first criterion may be evaluated by performing a direct calculation of the GHG emissions attributable to future development within the Specific Plan area that may result from the adoption of the proposed Specific Plan, as compared to existing conditions. However, neither the City nor the VCAPCD have adopted numerical significance thresholds for assessing impacts related to global climate change or GHG emissions. At the time this Draft EIR was prepared, no air agency or municipality had yet formally established or adopted numerical significance thresholds for GHG emissions relevant to the City of Thousand Oaks or the proposed Specific Plan. However, both CARB and the U.S. EPA have adopted mandatory reporting requirements for major sources of GHG emissions. Certain types of facilities that

emit more than 25,000 MTCO<sub>2e</sub> per year are considered to be major sources and are required to report their emissions in accordance with CARB and U.S. EPA rules. Therefore, emissions that exceed 25,000 MTCO<sub>2e</sub> per year would be considered a significant impact.

Thresholds for GHG emissions from other air districts in California, such as the South Coast Air Quality Management District (SCAQMD), are in development and subject to change. For example, the most recent proposed plan-level threshold from the SCAQMD is based on a per service population threshold. A service population is the sum of the project's residential and employee populations. Initially, the SCAQMD had proposed to include a 25,000 MTCO<sub>2e</sub> per year cap on the emissions, such that if a project exceeded 25,000 MTCO<sub>2e</sub>, it would be considered significant even if the per service population threshold was met. This per year cap on the emissions was removed from the most recent iteration of the proposed threshold. The specific types of commercial businesses that could be built in the Specific Plan area are not known at this time. As a result, it is difficult to determine an accurate employee number for the Specific Plan area. Therefore, given that the thresholds from the SCAQMD and other air districts are still under development and that projected employee data is not available, for the purposes of this analysis, the 25,000 MTCO<sub>2e</sub> per year threshold will be used.

The second criterion may be evaluated by demonstrating compliance with plans, policies, or regulations adopted by local governments to curb GHG emissions. According to the Natural Resources Agency:

*Provided that such plans contain specific requirements with respect to resources that are within the agency's jurisdiction to avoid or substantially lessen the agency's contributions to GHG emissions, both from its own projects and from private projects it has approved or will approve, such plans may be appropriately relied on in a cumulative impacts analysis.*<sup>39</sup>

The City of Thousand Oaks has not yet adopted plans, policies, or regulations that contain specific requirements with respect to resources that are within the City's jurisdiction that demonstrate reductions in GHG emissions that would not result in significant environmental impacts under CEQA. Therefore, the second threshold may not be explicitly applied. Under CEQA, "the determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data."<sup>40</sup> CEQA grants agencies with the general authority to adopt criteria for determining whether a given impact is

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<sup>39</sup> Natural Resources Agency, *Final Statement of Reasons for Regulatory Action: Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to SB97*, 2009, 15.

<sup>40</sup> *State CEQA Guidelines* Section 15064(b).

“significant.”<sup>41</sup> When no guidance exists under CEQA, the agency may look to and assess general compliance with comparable regulatory schemes.<sup>42</sup>

Potentially applicable regulatory schemes and guidelines to evaluate the significance of the proposed Specific Plan’s GHG emissions are as follows: (1) AB 32 and associated guidance and (2) Attorney General’s Office guidance for general plans.<sup>43</sup> Many of the regulations required to meet the goal of AB 32 of reducing emissions to 1990 levels by 2020 have yet to be implemented—they are scheduled to be implemented no later than January 1, 2012. Regulations for the discrete early actions have already been adopted. Therefore, consistency with AB 32 can only be determined in a general manner.

The Attorney General’s Office guidance provides local sustainability and climate policies and measures currently being implemented or under review. The policies and measures are based on work done by the California Air Pollution Control Officers Association.<sup>44</sup>

In the absence of any adopted thresholds, this analysis applies a threshold of significance where the proposed Specific Plan would be found to not have a significant impact on global climate change if future development within its boundaries pursuant to the proposed Specific Plan would not add 25,000 MTCO<sub>2e</sub> per year as compared to existing conditions, and is consistent with the goals, strategies, and control measures established under: (1) AB 32 and associated guidance and (2) Attorney General’s Office guidance for general plans. If GHG emissions within the boundaries of the proposed Specific Plan exceed the 25,000 MTCO<sub>2e</sub> per year, which is seen as the threshold for a major stationary source of GHG emissions under U.S. EPA and CARB reporting rules, several districts have proposed using a 29 percent reduction from Business as Usual (BAU) as a criteria for evaluating a project’s significance.

## Methodology

The methodology used to evaluate the air quality and climate change impacts associated with the proposed Specific Plan is based on the VCAPCD’s *Guidelines*, the URBEMIS2007 Environmental

<sup>41</sup> See *Cal. Pub. Resources Code* Section 21082.

<sup>42</sup> See *Protect Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal. App. 4<sup>th</sup> 1099, 1107 [“[A] lead agency’s use of existing environmental standards in determining the significance of a project’s environmental impacts is an effective means of promoting consistency in significance determinations and integrating CEQA environmental review activities with other environmental program planning and resolution.”]. Lead agencies can, and often do, use regulatory agencies’ performance standards. A project’s compliance with these standards usually is presumed to provide an adequate level of protection for environmental resources. See, e.g., *Cadiz Land Co. v. Rail Cycle* (2000) 83 Cal.App.4<sup>th</sup> 74, 106-09 (upholding use of regulatory agency performance standard).

<sup>43</sup> Attorney General’s Office, “Sustainability and General Plans: Examples of Policies to Address Climate Change,” [http://ag.ca.gov/globalwarming/pdf/GP\\_policies.pdf](http://ag.ca.gov/globalwarming/pdf/GP_policies.pdf). 2010.

<sup>44</sup> California Air Pollution Control Officer’s Association, *Model Policies for Greenhouse Gases in General Plans*, 2009 E-1.

Management Software,<sup>45</sup> and information provided in the *Software User's Guide [for] URBEMIS2007 for Windows*.<sup>46</sup> Emission calculations and air quality modeling conducted for the proposed Specific Plan are provided in **Appendix 4.3**.

An amendment to the Land Use Element of the City's General Plan, LU 2009-70130, is required to create consistency between the proposed Specific Plan and the General Plan. According to the VCAPCD Guidelines, any General Plan Amendment that will result in population growth above that forecasted in the most recently adopted AQMP is inconsistent with the AQMP. Therefore, the population growth associated with future development that may result from the adoption of the proposed Specific Plan is analyzed to assess the air quality impacts.

The California Climate Action Registry has prepared a protocol for calculating and reporting GHG emissions from a number of general and industry-specific activities.<sup>47</sup> If a facility voluntarily chooses to join the California Climate Action Registry, reporting indirect GHG emissions is a requirement.

The California Climate Action Registry's *General Reporting Protocol* has been used to address GHG emissions from future development that may result from the adoption of the proposed Specific Plan; however, it does not define the extent to which direct and indirect emissions resulting from a single proposed development project should be analyzed under CEQA.<sup>48</sup> OPR in its Technical Advisory has recommended that GHG emissions from project-related traffic, energy consumption, water usage, and construction activities, should be identified and estimated, to the extent that data is available to calculate such emissions. In addition, CARB staff has considered extensively the value of indirect emissions in a mandatory reporting program. CARB believes that indirect energy usage provides a more complete picture of the emissions footprint of a facility: "As facilities consider changes that would affect their emissions – addition of a cogeneration unit to boost overall efficiency even as it increases direct emissions, for example – the relative impact on total (direct plus indirect) emissions by the facility should be monitored. Annually reported indirect energy usage also aids the conservation awareness of the facility and provides information" to CARB to be considered for future strategies by the industrial sector. For these reasons, CARB has proposed requiring the calculation of direct and indirect GHG emissions as part of the AB 32 reporting requirements, and this analysis does so.<sup>49</sup>

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<sup>45</sup> Rimpo and Associates, "URBEMIS2007 for Windows," <http://www.urbemis.com>. 2008.

<sup>46</sup> Ibid.

<sup>47</sup> California Climate Action Registry, *General Reporting Protocol*, Version 3.1, 2009.

<sup>48</sup> Ibid.

<sup>49</sup> California Air Resources Board, *Initial Statement of Reasons for Rulemaking, Proposed Regulation for Mandatory Reporting of Greenhouse Gas Emissions Pursuant to the California Global Warming Solutions Act of 2006* (Assembly Bill 32), 2007.



CAPCOA has stated that the information needed to characterize GHG emissions from manufacture, transport, and end-of-life of construction materials (often referred to as lifecycle emissions) would be speculative at the CEQA analysis level.<sup>50</sup> Since accurate and reliable data does not exist for estimating lifecycle emissions for the proposed Specific Plan, the analysis does not assess such lifecycle GHG emissions.

The data sources and tools used to evaluate the GHG impacts associated with operation of the proposed Specific Plan include the URBEMIS2007 Environmental Management Software,<sup>51</sup> and information provided in the *Software User's Guide [for] URBEMIS2007 for Windows*<sup>52</sup> and calculation algorithms supported by the sources listed above. The URBEMIS2007 model utilizes the EMFAC2007 emissions factor model for on-road motor vehicle sources and the OFFROAD2007 emissions factor model for off-road equipment. Site-specific or project-specific data were used in the URBEMIS2007 model where available.

If little or no information was available for the proposed Specific Plan, model default values suggested by the VCAPCD were selected. The average daily trip (ADT) generation rate for the proposed Specific Plan was based on the proposed Specific Plan's Traffic Impact Analysis, prepared by RBF Consulting. The GHG analysis would compare the "business as usual" (BAU) scenario, which assumes current land use and other policies that guide or shape development remain the same and anticipated development projects occur as planned with current demographic trends and future trends in urbanization remain the same, with the adjusted Specific Plan's GHG emissions.

Additional sources consulted for this analysis include data and guidance from the U.S. EPA, the U.S. Energy Information Administration, CARB, the California Energy Commission, the California Climate Action Registry's *General Reporting Protocol*, and other GHG and global climate change data as referenced. Emission calculations conducted for the proposed Specific Plan are contained within **Appendix 4.3**.

## Impact Analysis

Implementation of the proposed Specific Plan and the conforming General Plan amendment would provide specialized development policies and guidelines for residential and nonresidential development within the 345-acre Specific Plan area. **Section 3.0, Project Description**, provides a summary of these development policies and tabulates both existing development conditions within the Specific Plan area,

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<sup>50</sup> California Air Pollution Control Officers Association, *CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*, 2008, 65.

<sup>51</sup> Rimpco and Associates, "URBEMIS2007 for Windows," <http://www.urbemis.com>. 2008.

<sup>52</sup> Ibid.

as well as future development within the Specific Plan area boundaries, comprising both growth that would be expected to occur under existing regulations, as well as growth added due to the proposed Specific Plan's land use policies.

In summary, the proposed Specific Plan would change the character of the existing commercial corridor along Thousand Oaks Boulevard by increasing the amount of allowable commercial development along the corridor and allowing additional residential development in a mixed-use or stand-alone format. The scope of future development within the Specific Plan area resulting from buildout per the existing General Plan designations and zoning plus additional development allowable by the proposed Specific Plan is set forth in **Table 3.0-3, in Section 3.0, Project Description**. For purposes of analyzing the impact of the proposed Specific Plan, the total amount of future development within the Specific Plan boundaries under the proposed Specific Plan set forth in **Table 3.0-3** is compared to Existing Conditions. This impact comprises about 375 multi-family residential units and an additional 1,208,000 square feet of nonresidential uses above current existing conditions. For purposes of this analysis the horizon year for completion of future development allowed by the proposed Specific Plan is 2035.

| Threshold | Conflict with or obstruct implementation of the applicable air quality plan. |
|-----------|--|
|-----------|--|

**Impact 4.3-1: Future development that may result from the adoption of the proposed Specific Plan would not conflict with or obstruct implementation of the VCAPCD 2007 Air Quality Management Plan. (Class III)**

Ventura County is designated as a nonattainment area for the federal and state 8-hour ozone standards and the state 1-hour ozone standard. Ventura County is also designated as a nonattainment area for the state PM<sub>10</sub> and PM<sub>2.5</sub> standards. The primary objective of the Ventura County AQMP is to provide continuous air pollutant emission reductions over time, with the goal of attaining the federal and state standards for ozone. City and County growth consistent with the AQMP is a vital component of the overall AQMP ozone control strategy to ensure continued progress towards attaining the federal and state ozone standards. According to the VCAPCD, any General Plan Amendment that will result in population growth above that forecasted in the most recently adopted AQMP is inconsistent with the AQMP and would potentially result in a significant cumulative adverse air quality impact.

The VCAPCD relies on population estimates developed by the MPO for the region. The MPO for Ventura County is SCAG. According to SCAG's 2004 RTP population forecasts, the projected 2030 population for the City of Thousand Oaks is 135,661. SCAG did not forecast populations beyond 2030 in its 2004 RTP. Although the 2008 RTP was not available at the time the most recent AQMP was developed, SCAG

projected a 2035 population for the City of Thousand Oaks of 131,904, which is a reduction from the previous 2004 RTP forecast.

Future development that may result from the adoption of the proposed Specific Plan could result in a population growth in the City of Thousand Oaks of approximately 750 people, based on an average of two persons per each of the projected 375 apartment units. According to population estimates from the California Department of Finance, the City of Thousand Oaks has a population of 130,209.<sup>53</sup> When the Specific Plan population is added to current population, the total population is estimated to be 130,959, which is within the population forecasted by the 2004 RTP. Therefore, the proposed Specific Plan would not in itself generate population exceeding regional forecasts and would be consistent with the AQMP.

The proposed Specific Plan is also consistent with applicable control measures identified in the 2007 AQMP. The proposed Specific Plan addresses existing circulation problems along Thousand Oaks Boulevard including lack of variation along the length of the corridor, lane designs that encourage higher traffic speeds, uncoordinated traffic signals that disrupt traffic flow, adequacy of parking, lack of bike lanes, crossings that are unfriendly to pedestrians, narrow sidewalk widths for a commercial area, adequacy of transit service. The proposed Specific Plan implements design changes that will improve traffic flow, accommodate Class II bike lanes in the street design, and provide wider sidewalks to create a more pedestrian-friendly environment. The proposed Specific Plan also recommends that a transit study be conducted to determine the adequacy of existing transit service along Thousand Oaks Boulevard and whether any additional bus stops are needed. **Table 4.3-9, Consistency Analysis between the Thousand Oaks Boulevard Specific Plan and Air Quality Management Plan**, provides a summary of the proposed Specific Plan's consistency with applicable control measures identified in the 2007 AQMP.

**Table 4.3-9**  
**Consistency Analysis between the Thousand Oaks Boulevard Specific Plan**  
**and Air Quality Management Plan**

| <b>2007 AQMP Control Measure<sup>1</sup></b>   | <b>Discussion/Specific Plan Policies and Measures<sup>2,3</sup></b>   | <b>Consistent?</b> |
|--|---|--------------------|
| <b>Stationary Source Control Measures.</b> Stationary source control measures are equipment and techniques for reducing air pollutant emissions from stationary sources. | Stationary sources associated with the proposed Specific Plan will comply with VCAPCD rules, regulations, and permitting requirements, including any control measures developed in accordance with the 2007 AQMP. | <b>Yes.</b>        |
| <b>Transportation Control Measure: Trip</b>  | The proposed Specific Plan incorporates medium-   | <b>Yes.</b>        |

<sup>53</sup> California Department of Finance, "E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2010, with 2000 Benchmark," <http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2001-10/2010>.

| 2007 AQMP Control Measure <sup>1</sup>   | Discussion/Specific Plan Policies and Measures <sup>2,3</sup>   | Consistent? |
|--|---|-------------|
| <b>Elimination.</b> This strategy reduces vehicle emissions by eliminating vehicle trips. Telecommuting, carpooling, combining trips, flexible work schedules, and certain land use measures that provide housing near jobs and shopping centers are strategies that eliminate vehicle trips.  | and high-density housing in close proximity to existing and proposed commercial and recreational land uses. Such “infill” development reduces trips by approximately 3 percent, according to data presented by CAPCOA in its <i>CEQA &amp; Climate Change</i> white paper.  |             |
| <b>Transportation Control Measure: Vehicle Substitution.</b> This strategy reduces emissions associated with motor vehicle use by using non-motorized transportation modes, which do not produce air emissions. Walking, biking, and telecommuting are all examples of vehicle substitution.   | The proposed Specific Plan upgrades the existing Class III bike lanes to Class II bike lanes on Thousand Oaks Boulevard. Enhanced pedestrian nodes will be placed at selected intersections and will reduce the crossing distance for the pedestrian. The change in streetscape will also alert the driver to watch for pedestrians, thus making street crossings safer. The proposed Specific Plan also provides wider sidewalks and landscaping improvements to create a pedestrian-friendly environment. | <b>Yes.</b> |
| <b>Transportation Control Measure: Vehicle Miles Traveled Reduction.</b> This strategy reduces motor vehicle emissions because vehicles traveling fewer miles produce fewer emissions. Park-and-ride lots, carpooling, and land use measures are all ways to reduce trip distances and, therefore, vehicle miles traveled and vehicle emissions.   | The proposed Specific Plan incorporates medium- and high-density housing in close proximity to existing and proposed commercial and recreational land uses. Such “infill” development reduces vehicles miles traveled by approximately 20 percent, according to data presented by CAPCOA in its <i>CEQA &amp; Climate Change</i> white paper.   | <b>Yes.</b> |
| <b>Transportation Control Measure: Vehicle Occupancy.</b> Increasing the number of passengers per vehicle can reduce all emissions associated with motor vehicle use. Transit, carpools, and vanpools are all mechanisms to implement this strategy. Other mechanisms include providing ridematch services for carpools and vanpools, restricting or limiting roads for high occupancy vehicles and passenger buses, establishing employer-based transportation management programs that encourage carpooling, vanpooling and transit use among employees. | The VCAPCD recommends that projects mitigate significant operational-related impacts by implementing measures such as providing park-and-ride lots and incentivizing carpooling and employee ride-share programs. This analysis recommends that the proposed Specific Plan incorporate these VCAPCD-recommended mitigation measures to reduce vehicle occupancy (see mitigation measure <b>MM 4.3-17</b> through <b>MM 4.3-19</b> , below under the discussion for Impact 4.3-2).                           | <b>Yes.</b> |

| 2007 AQMP Control Measure <sup>1</sup>   | Discussion/Specific Plan Policies and Measures <sup>2,3</sup>  | Consistent? |
|--|--|-------------|
| <b>Transportation Control Measure: Technological Improvements.</b> This strategy reduces emissions through technological improvements to the internal operation of motor vehicles and the technologies used to improve the performance of transportation systems. Clean-fuel/electric vehicles, vehicle emission controls, Intelligent Transportation Systems, signal synchronization and freeway management systems that improve the performance of transportation systems are all mechanisms to implement this strategy. | The proposed Specific Plan identifies uncoordinated traffic signals that disrupt traffic flow as an existing circulation problem. The proposed Specific Plan proposes to improve traffic signal synchronization in order to reduce the frequency of traffic stops and reduce air pollution impacts. The proposed Specific Plan itself has no jurisdiction over vehicle-specific technologies, such as emission control technologies. | <b>Yes.</b> |

Sources:

<sup>1</sup> *Ventura County Air Pollution Control District, Final 2007 Air Quality Management Plan, (2007) 26, 36-37.*

<sup>2</sup> *City of Thousand Oaks, Thousand Oaks Boulevard Specific Plan, (2009).*

<sup>3</sup> *Impact Sciences, Inc., (2010).*

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

|                  |  |
|------------------|--|
| <b>Threshold</b> | <b>Violate any air quality standard or contribute substantially to an existing or projected air quality violation.</b> |
|------------------|--|

**Impact 4.3-2:** Construction of future development that may result from the adoption of the proposed Specific Plan would contribute substantially to an existing or projected air quality violation in Ventura County. However, implementation of proposed mitigation would ensure that recommended project-specific construction thresholds established by the VCAPCD would not be exceeded. (Class II)

Emissions associated with the construction of individual development projects within the Specific Plan area would be generated by construction activities and equipment as well as from temporary mobile sources from workers commuting to individual project sites within the Specific Plan area. Construction emissions of ROC and NO<sub>x</sub> are not counted toward the operational significance thresholds. However, the VCAPCD recommends implementing mitigation measures if construction ROC or NO<sub>x</sub> emissions would

exceed 25 pounds per day. It is possible that some individual projects in the Specific Plan area would exceed this limit. This is considered a potentially significant impact.

Implementation of proposed mitigation measures listed below, which are found in the VCAPCD Guidelines, would minimize emissions during construction. For example, proposed mitigation would minimize the amount of soil disturbed and control for fugitive dust. Therefore, construction of future development that may result from the adoption of the proposed Specific Plan would not contribute substantially to an existing or projected air quality violation in Ventura County, and this impact is reduced to a less than significant level.

### ***Mitigation Measures***

The following measures are recommended to be imposed on future individual development projects within the Specific Plan area where construction-related emissions are determined to exceed 25 pounds per day of VOC or NOx:

- MM 4.3-1** The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of dust.
- MM 4.3-2** Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavation operations. Application of water (preferably reclaimed, if available) should penetrate sufficiently to minimize fugitive dust during grading activities.
- MM 4.3-3** Fugitive dust produced during grading, excavation, and construction activities shall be controlled by the following activities:
- All trucks shall be required to cover their loads as required by California Vehicle Code Section 23114.
  - All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.
- MM 4.3-4** Graded and/or excavated inactive areas of the construction site shall be monitored by City Construction Inspectors at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally safe dust control materials, shall be periodically applied to portions of the construction site that are

inactive for over four days. If no further grading or excavation operations are planned for the area, the area should be seeded and watered until grass growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.

- MM 4.3-5** Signs shall be posted on-site limiting traffic to 15 miles per hour or less.
- MM 4.3-6** During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on site. The site superintendent/supervisor shall use his/her discretion in conjunction with the APCD in determining when winds are excessive.
- MM 4.3-7** Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.
- MM 4.3-8** Personnel involved in grading operations, including contractors and subcontractors, should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.
- MM 4.3-9:** Minimize equipment idling time.
- MM 4.3-10:** Maintain equipment engines in good condition and in proper tune as per manufacturers' specification.
- MM 4.3-11:** Lengthen the construction period during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time.
- MM 4.3-12:** Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, if feasible.

### ***Residual Impacts***

Impacts would be reduced to a less than significant level. (Class II)

**Impact 4.3-3: Future development that may result from the adoption of the proposed Specific Plan would contribute substantially to an existing or projected air quality violation in Ventura County. However, implementation of proposed mitigation would ensure that recommended project-specific operational thresholds established by the VCAPCD would not be exceeded. (Class II)**

Long-term emissions associated with the operation of individual development projects within the Specific Plan area would be generated by both stationary and mobile sources as a result of normal day-to-day activities. Stationary emissions would be generated by the consumption of natural gas for space and water-heating devices. Mobile emissions would be generated by the motor vehicles traveling to, from, and within the Specific Plan area. Stationary and mobile source emissions were estimated using the URBEMIS2007 Environmental Management Software. Area source emissions that would result from the additional development projected to result from adoption of the proposed Specific Plan were estimated with this model. It was assumed that all buildings would combust natural gas. ADT generation rates used in URBEMIS2007 were obtained from the traffic impact analysis for the proposed Specific Plan.

The proposed Specific Plan contains design features that would reduce the number of daily trips. The CAPCOA *CEQA & Climate Change* white paper provides a list of potential mitigation measures and discusses each in terms of emissions reduction effectiveness, cost effectiveness, and technical and logistical feasibility.<sup>54</sup> In addition, the Sacramento Municipal Air Quality Management District (SMAQMD) has adopted *Guidance for Land Use Emission Reductions*, which identifies mitigation measures for land use projects.<sup>55</sup> Mitigation points are used to quantify the approximate emission reduction factor associated with a particular mitigation measure. These points are equivalent to a percentage of emission reductions associated with using a particular measure in a project. As no similar guidance has been developed by the VCAPCD as of this date, this analysis follows the guidance developed by the SMAQMD. **Table 4.3-10, Specific Plan Features and Mitigation Points**, summarizes the project features incorporated in the proposed Specific Plan and the mitigation points assigned to the measures. The measures listed in **Table 4.3-10** do not represent an exhaustive list of all of the proposed Specific Plan's features, only those that correspond to mitigation points from the CAPCOA and the SMAQMD guidance documents.

<sup>54</sup> California Air Pollution Control Officers Association, *CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*, 2008.

<sup>55</sup> Sacramento Metropolitan Air Quality Management District, *Guidance for Land Use Emission Reductions*, Version 2.5, 2010.



**Tables 4.3-11 through 4.3.13**, below, tabulate the projected operational emissions associated with future development within the Specific Plan area. **Table 4.3.11, Operational Emissions from Future Development in Specific Plan Area under Existing General Plan** tabulates that portion attributable to expected growth that would occur under the City's existing General Plan designations and zoning for the Specific Plan area. **Table 4.3-12, Estimated Additional Operational Emissions Associated with Specific Plan** tabulates the operational emissions associated with incremental growth that could occur above the current General Plan projections based on the land uses and development standards of the proposed Specific Plan. **Table 4.3.13, Total Specific Plan Area Added Emissions** combines the data in the **Tables 4.3-11 and 4.3-12**, and represents the total projected operational emissions at buildout of the Specific Plan area, as compared to existing conditions. Detailed calculations are provided in **Appendix 4.3**.

Because the features presented in **Table 4.3-10** would apply to all future development within the Specific Plan area, including future development allowed by the current General Plan, the data in each of the tables is inclusive of the features and mitigation points from **Table 4.3-10**.

**Table 4.3-10**  
**Specific Plan Features and Mitigation Points<sup>1,2</sup>**

| <b>Measure</b>                           | <b>Description</b>   | <b>Mitigation Points</b>  |
|--|--|---|
| Bike parking                             | Non-residential projects provide plentiful short-term and long-term bicycle parking facilities to meet peak season maximum demand.   | 0.625% reduction in trips applied to commercial land uses.  |
| Proximity to bike path/bike lanes        | Entire project is located within one half mile of an existing Class I or Class II bike lane and project design includes a comparable network that connects the project uses to the existing off-site facility.   | 0.625% reduction in trips applied to commercial and residential land uses.  |
| Pedestrian network                       | The project provides a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site.   | 1.0% reduction in trips applied to commercial and residential land uses.  |
| Bus shelter for existing transit service | Bus or Streetcar service provides headways of 1 hour or less for stops within 0.25 mile; project provides safe and convenient bicycle/pedestrian access to transit stop(s) and provides essential transit stop improvements (i.e., shelters, route information, benches, and lighting).                            | 0.25% reduction in trips applied to commercial and residential land uses.   |
| Traffic calming                          | Project design includes pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements. Roadways are designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips by featuring traffic calming features.  | 0.25% reduction in trips applied to commercial and residential land uses.   |
| Office/mixed-use density                 | Project provides high density office or mixed-use proximate to transit.  | 0.1% reduction in trips applied to commercial land uses.  |
| Residential density                      | Project provides high-density residential development.   | 1.0% reduction in trips applied to residential land uses.   |
| Urban mixed-use                          | Development of projects predominantly characterized by properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with functional interrelationships and a coherent physical design. | 3.0% reduction in trips; 20% reduction in vehicle miles traveled applied to commercial and residential land uses. |

*Sources:*

<sup>1</sup> *California Air Pollution Control Officers Association, CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act, (2008).*

<sup>2</sup> *Sacramento Metropolitan Air Quality Management District, Guidance for Land Use Emission Reductions, Version 2.5, (2010).*

**Table 4.3-11**  
**Operational Emissions from Future Development in Specific Plan Area under Existing General Plan**

| Emissions Source                        | Emissions in Pounds per Day |                 |               |                 |                  |                   |
|---|-----------------------------|-----------------|---------------|-----------------|------------------|-------------------|
|   | ROC                         | NO <sub>x</sub> | CO            | SO <sub>x</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| <b>Summertime Emissions<sup>1</sup></b> |                             |                 |               |                 |                  |                   |
| Area Source Emissions                   | 4.25                        | 5.37            | 9.10          | 0.00            | 0.03             | 0.03              |
| Mobile Source Emissions                 | 31.43                       | 23.53           | 321.38        | 0.93            | 161.20           | 30.42             |
| <b>Total Summertime Emissions</b>       | <b>35.64</b>                | <b>28.48</b>    | <b>330.12</b> | <b>0.93</b>     | <b>161.23</b>    | <b>30.45</b>      |
| <b>Winter Emissions<sup>2</sup></b>     |                             |                 |               |                 |                  |                   |
| Area Source Emissions                   | 3.84                        | 4.89            | 4.10          | 0.00            | 0.01             | 0.01              |
| Mobile Source Emissions                 | 34.56                       | 35.25           | 351.20        | 0.81            | 161.20           | 30.42             |
| <b>Total Wintertime Emissions</b>       | <b>38.40</b>                | <b>40.14</b>    | <b>355.30</b> | <b>0.81</b>     | <b>161.21</b>    | <b>30.43</b>      |

Source: Impact Sciences, Inc. Emissions calculations are provided in **Appendix 4.3**.

Totals in table may not appear to add exactly due to rounding in the computer model calculations.

<sup>1</sup> "Summertime Emissions" are representative of the conditions that may occur during the ozone season (May 1 to October 31).

<sup>2</sup> "Wintertime Emissions" are representative of the conditions that may occur during the balance of the year (November 1 to April 30).

**Table 4.3-12**  
**Estimated Additional Operational Emissions Associated with Specific Plan**

| Emissions Source                        | Emissions in Pounds per Day |                 |               |                 |                  |                   |
|---|-----------------------------|-----------------|---------------|-----------------|------------------|-------------------|
|   | ROC                         | NO <sub>x</sub> | CO            | SO <sub>x</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| <b>Summertime Emissions<sup>1</sup></b> |                             |                 |               |                 |                  |                   |
| Area Source Emissions                   | 25.64                       | 9.49            | 12.27         | 0.00            | 0.04             | 0.04              |
| Mobile Source Emissions                 | 57.19                       | 43.03           | 593.35        | 1.70            | 295.53           | 55.79             |
| <b>Total Summertime Emissions</b>       | <b>82.83</b>                | <b>52.52</b>    | <b>605.62</b> | <b>1.70</b>     | <b>295.57</b>    | <b>55.83</b>      |
| <b>VCAPCD Thresholds</b>                | <b>25</b>                   | <b>25</b>       | –             | –               | –                | –                 |
| <b>Exceeds Threshold?</b>               | <b>YES</b>                  | <b>YES</b>      | –             | –               | –                | –                 |
| <b>Winter Emissions<sup>2</sup></b>     |                             |                 |               |                 |                  |                   |
| Area Source Emissions                   | 81.44                       | 14.55           | 229.62        | 0.67            | 35.46            | 34.13             |
| Mobile Source Emissions                 | 63.27                       | 64.53           | 645.50        | 1.49            | 295.53           | 55.79             |
| <b>Total Wintertime Emissions</b>       | <b>144.71</b>               | <b>79.08</b>    | <b>875.12</b> | <b>2.16</b>     | <b>330.99</b>    | <b>89.92</b>      |
| <b>VCAPCD Thresholds</b>                | <b>25</b>                   | <b>25</b>       | –             | –               | –                | –                 |
| <b>Exceeds Threshold?</b>               | <b>YES</b>                  | <b>YES</b>      | –             | –               | –                | –                 |

Source: Impact Sciences, Inc. Emissions calculations are provided in **Appendix 4.3**.

Totals in table may not appear to add exactly due to rounding in the computer model calculations.

<sup>1</sup> "Summertime Emissions" are representative of the conditions that may occur during the ozone season (May 1 to October 31).

<sup>2</sup> "Wintertime Emissions" are representative of the conditions that may occur during the balance of the year (November 1 to April 30).

**Table 4.3-13**, below, combines these two components of Specific Plan area future emissions. This total amount reflects emissions over and above existing conditions in the Specific Plan area. As shown, future development that may result from the adoption of the proposed Specific Plan would exceed the significance thresholds of 25 pounds per day for ROC and NO<sub>x</sub> established by the VCAPCD for projects. This is considered a potentially significant impact.

**Table 4.3-13**  
**Total Specific Plan Area Added Emissions**

| Emissions Source                        | Emissions in Pounds per Day |                 |                |                 |                  |                   |
|---|-----------------------------|-----------------|----------------|-----------------|------------------|-------------------|
|   | ROC                         | NO <sub>x</sub> | CO             | SO <sub>x</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| <b>Summertime Emissions<sup>1</sup></b> |                             |                 |                |                 |                  |                   |
| Area Source Emissions                   | 29.89                       | 14.86           | 21.37          | 0.00            | 0.07             | 0.07              |
| Mobile Source Emissions                 | 88.62                       | 66.56           | 914.73         | 2.63            | 456.73           | 86.21             |
| <b>Total Summertime Emissions</b>       | <b>118.51</b>               | <b>81.42</b>    | <b>936.10</b>  | <b>2.63</b>     | <b>456.80</b>    | <b>86.28</b>      |
| <b>VCAPCD Thresholds</b>                | <b>25</b>                   | <b>25</b>       | –              | –               | –                | –                 |
| <b>Exceeds Threshold?</b>               | <b>YES</b>                  | <b>YES</b>      | –              | –               | –                | –                 |
| <b>Winter Emissions<sup>2</sup></b>     |                             |                 |                |                 |                  |                   |
| Area Source Emissions                   | 85.52                       | 19.44           | 233.72         | 0.67            | 35.47            | 34.14             |
| Mobile Source Emissions                 | 97.83                       | 99.78           | 996.70         | 2.30            | 456.73           | 86.21             |
| <b>Total Wintertime Emissions</b>       | <b>183.35</b>               | <b>119.22</b>   | <b>1230.42</b> | <b>2.97</b>     | <b>492.20</b>    | <b>120.35</b>     |
| <b>VCAPCD Thresholds</b>                | <b>25</b>                   | <b>25</b>       | –              | –               | –                | –                 |
| <b>Exceeds Threshold?</b>               | <b>YES</b>                  | <b>YES</b>      | –              | –               | –                | –                 |

Source: Impact Sciences, Inc. Emissions calculations are provided in **Appendix 4.3**.

Totals in table may not appear to add exactly due to rounding in the computer model calculations.

<sup>1</sup> "Summertime Emissions" are representative of the conditions that may occur during the ozone season (May 1 to October 31).

<sup>2</sup> "Wintertime Emissions" are representative of the conditions that may occur during the balance of the year (November 1 to April 30).

## Mitigation Measures

Implementation of the mitigation measures identified below would minimize emissions from new development in the Specific Plan area. For example, proposed mitigation would allow only natural gas-fired hearths for residential developments and would prohibit wood-burning hearths and wood-burning stoves and would require residential and commercial developments to increase wall and attic insulation beyond Title 24 requirements. Plan level measures would also require that bike pathways be continuous within appropriate areas of the Specific Plan area. In addition, if an individual development project in the Specific Plan area would generate emissions that still exceed VCAPCD significance thresholds after the implementation of all feasible mitigation measures, the project developer may contribute to the Off-Site

Transportation Demand Management (TDM) Fund. This measure applies to commercial, industrial, institutional, and residential projects, and calls for contributing to a city or county mobile source emission reduction fund established specifically to reduce emissions from transportation sources. The amount of funding is commensurate with the amount of emissions that need to be mitigated after the application of all other feasible area and operational source measures.

Mitigation programs that could be funded through such an off-site TDM fund include (but are not limited to) public transit service, vanpool programs/subsidies, rideshare assistance programs, and off-site TDM facilities. Funds should be calculated in accordance with the policies and equations in the VCAPCD Guidelines. As a result, future development that may result from the adoption of the proposed Specific Plan would not contribute substantially to an existing or projected air quality violation in Ventura County, and this impact is reduced to a less than significant level.

The mitigation measures below are recommended to reduce operational-related emissions and may be feasible for proposed development projects within the Specific Plan area. The measures will be incorporated into subsequent individual development projects within the Specific Plan area if applicable and feasible. As individual projects will occur in future years, any new measures identified by the VCAPCD and the City may be incorporated into future development projects as applicable and feasible.

- MM 4.3-13:** The Specific Plan includes residential developments consisting only natural gas-fired hearths. Future development projects shall not conflict with this aspect of the Specific Plan and shall prohibit the installation of wood-burning hearths and wood-burning stoves.
- MM 4.3-14:** The Specific Plan includes residential and commercial developments that would use solar, low emission and/or ENERGY STAR® rated water heaters and/or use central water heating systems. Future development projects shall not conflict with this aspect of the Specific Plan.
- MM 4.3-15:** The Specific Plan includes residential and commercial developments that would orient buildings to the north for natural cooling and heating. Future development projects shall not conflict with this aspect of the Specific Plan.
- MM 4.3-16:** The Specific Plan includes residential and commercial developments that would increase wall and attic insulation beyond Title 24 requirements. Future development projects shall not conflict with this aspect of the Specific Plan.

**MM 4.3-17:** The Specific Plan includes bicycle lanes on Thousand Oaks Boulevard, as a continuous route through the Specific Plan and linking to other bicycle routes within the City. Future development projects shall not conflict with this aspect of the Specific Plan.

**MM 4.3-18:** The Specific Plan includes commercial developments that would reduce vehicle trips by implementing measures such as a customer paid parking system, charging for employee parking, providing preferential parking for carpool/vanpool parking, providing incentives for employee rideshare programs, providing an employee parking cash-out program, providing employees with an on-site break room with adequate seating, or similar measures. Future development projects shall not conflict with this aspect of the Specific Plan.

If, after the implementation of feasible mitigation measures, projects developed within the proposed Specific Plan area still exceed the VCAPCD significance thresholds, the developers of individual projects shall implement the following mitigation measure.

**MM 4.3-19:** The developers of individual projects within the Specific Plan shall contribute toward an Off-Site TDM Fund to be used to develop regional programs to offset significant air pollutant emissions.

The TDM funds shall be used to finance City programs to reduce regional air pollutant emissions. Specific mitigation measures that could be undertaken using the TDM Fund include, but are not limited to, enhanced public transit service, vanpool programs/subsidies, rideshare assistance programs, clean fuel programs, improved pedestrian and bicycle facilities, and park-and-ride facilities. Funds should be calculated in accordance with the policies and equations in the VCAPCD Guidelines.

### ***Residual Impacts***

Mitigation measure **MM 4.3-13** would reduce maximum daily wintertime hearth emissions to 0.12 pounds of ROC, 2.05 pounds of NO<sub>x</sub>, 0.87 pound of CO, 0.01 pound of SO<sub>x</sub>, 0.17 pound of PM<sub>10</sub> and 0.16 pound of PM<sub>2.5</sub> if all proposed 375 residential units are equipped with fireplaces. Implementation of the other mitigation measures would reduce emissions; however, the level of reductions would depend on the specific characteristics of future projects and cannot be accurately quantified. Implementation of mitigation measures **MM 4.3-19** would require individual projects that exceed the VCAPCD thresholds after the implementation of feasible mitigation to contribute toward an Off-Site TDM Fund, if necessary. Therefore, impacts would be reduced to a less than significant level. (Class II)

|                  |  |
|------------------|--|
| <b>Threshold</b> | <b>Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).</b> |
|------------------|--|

**Impact 4.3-4:** Future development that may result from the adoption of the proposed Specific Plan could result in a cumulatively considerable net increase of criteria pollutants for which the SCCAB is nonattainment under applicable federal or State ambient air quality standards. However, implementation of proposed mitigation would ensure that implementation of the proposed Specific Plan would not result in a cumulatively considerable net increase of any criteria pollutant. (Class II)

The cumulative impact of the individual projects within the Specific Plan area is a function of the emissions anticipated under regional growth forecasts. Future development that may result from the adoption of the proposed Specific Plan would result in a population that is consistent with the regional growth forecasts used in the 2007 AQMP. Additionally, the proposed Specific Plan incorporates policies that are consistent with the applicable 2007 AQMP transportation control measures and land use planning strategies, which would reduce emissions and reduce dependency on automobiles. The list of proposed Specific Plan policies and measures that are consistent with the 2007 AQMP control measures is presented above in **Table 4.3-9**. In general, the proposed Specific Plan addresses existing circulation problems along Thousand Oaks Boulevard. Adoption of the proposed Specific Plan would implement design changes that will improve traffic flow, accommodate Class II bike lanes in the street design, and provide wider sidewalks to create a more pedestrian-friendly. These design features help reduce vehicle trips and mobile source emissions, and are consistent with the transportation control measures in the AQMP.

The City's General Plan area includes the Specific Plan area. As such, cumulative impacts associated with future development that may result from the adoption of the proposed Specific Plan should be determined based on the projected growth of the City under existing General Plan conditions. As noted previously, the additional population associated with the proposed Specific Plan would be within the population projections in the 2004 RTP. Therefore, the growth associated with the proposed Specific Plan would be consistent with the AQMP.

Although the proposed Specific Plan would be consistent with the growth projected in the AQMP, future development that may result from the adoption of the proposed Specific Plan could result in individual projects that exceed the project-level significance thresholds of 25 pounds per day for ROC and NO<sub>x</sub> established by the VCAPCD. This is considered a potentially significant impact.

As discussed above, projects that exceed project-level significance thresholds would be required to implement mitigation measures to reduce long-term emissions. These measures would also reduce cumulative air quality impacts. Therefore, future development that may result from the adoption of the proposed Specific Plan would not result in a cumulatively considerable net increase of criteria pollutants for which the SCCAB is nonattainment under an applicable federal or state ambient air quality standard, and this impact is considered less than significant.

### ***Mitigation Measures***

See MM 4.3-1 to MM 4.3-19.

### ***Residual Impacts***

Impacts would be reduced to a less than significant level. (Class II)

| Threshold | Expose sensitive receptors to substantial pollutant concentrations. |
|-----------|---|
|-----------|---|

**Impact 4.3-5:** Future development that may result from the adoption of the proposed Specific Plan could expose sensitive receptors to substantial concentrations of fugitive dust. However, implementation of proposed mitigation would ensure that implementation of the proposed Specific Plan would not result in a substantial exposure to sensitive receptors. (Class II)

Short-term construction-related emissions associated with future development that may result from the adoption of the proposed Specific Plan have the potential to expose nearby sensitive receptors to substantial pollutant concentrations particularly when construction activities include a substantial amount of earthmoving resulting in fugitive dust (PM<sub>10</sub> and PM<sub>2.5</sub>) emissions. The VCAPCD recommends minimizing fugitive dust, especially during grading and excavation operations, rather than quantifying fugitive dust emissions. The mitigation measures listed above (MM 4.3-1 through MM 4.3-12) shall be applied to all project-level construction activities. Occasionally, the VCAPCD may recommend that a project's potential to affect ambient particulate concentrations be analyzed with an appropriate air pollutant dispersion computer model. The purpose of such an analysis is to help determine if the amount of dust that will be generated by project-related activities will cause an ambient particulate air quality



standard to be exceeded. The VCAPCD will recommend that dispersion modeling be conducted if, in its opinion, project-related activities and operations may generate airborne particulate matter in such quantities as to cause a particulate ambient air quality standard to be exceeded in an area where people live and work, including, but not limited to, residential areas, schools, day care centers, office complexes, and hospitals. Examples of projects that may require supplemental modeling include mining and quarrying operations, landfills, and excavation and grading operations for large development projects. If the VCAPCD recommends a particulate modeling analysis, it will provide guidance as to appropriate models and modeling protocols.

### ***Mitigation Measures***

See MM 4.3-1 through MM 4.3-12.

### ***Residual Impacts***

Impacts would be reduced to a less than significant level. (Class II)

**Impact 4.3-6: Future development that may result from the adoption of the proposed Specific Plan would not expose sensitive receptors to localized high levels of carbon monoxide (CO) that are associated with CO hotspots. (Class III)**

Mobile source emissions are generally not localized and would occur throughout the Specific Plan area and the region. However, traffic congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed state and/or federal standards are termed CO “hotspots.” Such hotspots are defined as locations where the ambient CO concentrations exceed the state or federal ambient air quality standards. CO is produced in greatest quantities from vehicle combustion and is usually concentrated at or near ground level because it does not readily disperse into the atmosphere. As a result, potential air quality impacts to sensitive receptors are assessed through an analysis of localized CO concentrations. Areas of vehicle congestion could have the potential to create CO hotspots if the state ambient air quality 1-hour standard of 20 ppm or the 8-hour standard of 9.0 ppm would be exceeded. The federal levels are less stringent than the state standards and are based on 1- and 8-hour standards of 35 and 9 ppm, respectively. Thus, an exceedance condition would occur based on the state standards would be exceeded before the federal standard is exceeded. The VCAPCD recommends use of the CALINE4 computer model to determine if a project may create or contribute to an existing CO hotspot. CALINE4 is the latest in a series of line source air quality models developed by the California Department of Transportation (Caltrans). Given the magnitude of the CO source, site geometry, and local meteorology, CALINE4 can predict pollutant concentrations for receptors located within 500 meters of a roadway.

A CO hotspot analysis is generally required whenever a project is expected to cause significant queuing of vehicles at an intersection, or is predicted to cause the level of service (LOS) on a roadway segment to degrade to LOS D or lower.

Ventura County is in attainment of both the CAAQS and NAAQS for CO and background concentrations have been relatively low for some time. The proposed Specific Plan also includes mixed-use residential and commercial developments, which would serve to reduce vehicles trips and traffic congestion. The proposed Specific Plan also incorporates pedestrian- and bicycle-friendly features. Therefore, it is not anticipated that implementation of the proposed Specific Plan would result in the formation of a CO hotspot. Nonetheless, individual projects that cause the LOS at an intersection to degrade to LOS D or lower would be required to assess CO hotspots and provide mitigation, in the form of roadway or intersection improvements, if needed.

The Traffic Impact Analysis for the proposed Specific Plan indicated nine intersections that would have a significant traffic impact as a result of the Specific Plan buildout without implementation of mitigation measures. The simplified CALINE4 model was used to analyze these intersections. Since CO monitoring was eliminated in Ventura County in 2004 as part of network change in response to the proposed National Monitoring Strategy set forth by the U.S. EPA, the 2004 U.S. EPA CO background concentrations were used in the analysis. **Table 4.3-14, Maximum Carbon Monoxide Concentrations** represents the CO concentrations at the intersections of the forecast existing plus proposed Specific Plan conditions. The intersections would not result in CO concentrations greater than the state and federal 1-hour and 8-hour standards. Therefore, future development that may result from the adoption of the proposed Specific Plan would not expose sensitive receptors to localized high levels of CO that are associated with CO Hotspots, and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

**Impact 4.3-7:** Future development that may result from the adoption of the proposed Specific Plan could expose sensitive receptors to substantial concentrations of mobile source toxic air contaminants. However, implementation of proposed mitigation would ensure that implementation of the proposed Specific Plan would not result in a substantial exposure to sensitive receptors. (Class II)

In addition to criteria pollutants, mobile sources emit toxic air contaminants, which are airborne substances that are capable of causing chronic (i.e., of long duration) and acute (i.e., severe, but of short duration) adverse effects on human health.

**Table 4.3-14**  
**Maximum Carbon Monoxide Concentrations**

| Intersection                                       | 0 Feet              |                     |
|--|---------------------|---------------------|
|  | 1-Hour <sup>1</sup> | 8-Hour <sup>2</sup> |
| 1. Moorpark Road and Hillcrest Drive               | 4.8                 | 3.0                 |
| 10. Rancho Road and Thousand Oaks Boulevard        | 5.0                 | 3.2                 |
| 13. Erbes Road and Hillcrest Drive                 | 4.6                 | 2.9                 |
| 16. Conejo School Road and Thousand Oaks Boulevard | 4.8                 | 3.0                 |
| 17. Skyline Drive and Hillcrest Drive              | 4.4                 | 2.8                 |
| 18. Skyline Drive and Thousand Oaks Boulevard      | 4.8                 | 3.0                 |
| 19. Hampshire Road and Thousand Oaks Boulevard     | 4.8                 | 3.0                 |
| 23. Duesenberg Street and Thousand Oaks Boulevard  | 4.8                 | 3.0                 |
| 25. Westlake Boulevard and Thousand Oaks Boulevard | 4.9                 | 3.1                 |
| <b>Exceeds state 1-hour standard of 20 ppm?</b>    | NO                  | —                   |
| <b>Exceeds federal 1-hour standard of 35 ppm?</b>  | NO                  | —                   |
| <b>Exceeds state 8-hour standard of 9.0 ppm?</b>   | —                   | NO                  |
| <b>Exceeds federal 8-hour standard of 9 ppm?</b>   | —                   | NO                  |

Source: Impact Sciences, Inc. Emissions calculations are provided in **Appendix 4.3**.

<sup>1</sup> State standard is 20 parts per million. Federal standard is 35 parts per million.

<sup>2</sup> State standard is 9.0 parts per million. Federal standard is 9 parts per million.

CARB has determined that health effects are generally elevated near heavily traveled roadways. The CARB guidance document, *Air Quality and Land Use Handbook*, recommends that lead agencies, where possible, avoid citing new sensitive land uses within 500 feet of a freeway,<sup>56</sup> urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day. This recommendation is not mandated by state law, but only serves as a general guidance to lead agencies when considering land use projects. The *Air Quality and Land Use Handbook* states that it is up to lead agencies to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues.<sup>57</sup> U.S. Highway 101 is located adjacent to the Specific Plan area, and State Route 23 bisects the

<sup>56</sup> California Air Resources Board, *Air Quality and Land Use Handbook*, 2005, 8-9. The 2002 study of impacts along the San Diego (I-405) Freeway and the Long Beach (I-710) Freeway cited by CARB in its *Air Quality and Land Use Handbook* found a substantial reduction in pollutant concentrations, relative exposure, and health risk beyond 300 feet.

<sup>57</sup> California Air Resources Board, *Air Quality and Land Use Handbook*, 2005, 4.

Specific Plan area. As a result, future residents within the Specific Plan area could be exposed to mobile source toxic air contaminants. **Figure 4.3-1, Thousand Oaks Boulevard Specific Plan Area**, shows the portion of the Specific Plan area that is within 500 feet of U.S. Highway 101 and State Route 23. The existing land uses within this zone are commercial/retail, offices, restaurants, gas stations, and churches. Residential and other sensitive land uses are generally located in excess of 500 feet from these highways within the Specific Plan area. While future development that would result from adoption of the Specific Plan would likely follow the existing development patterns, it is possible that sensitive uses could be placed within 500 feet of these highways. This is considered a potentially significant impact.

Implementation of the proposed mitigation measure listed below would limit the development of sensitive land uses within 500 feet of U.S. Highway 101 and State Route 23, where feasible. Where this is not feasible, projects shall implement the measures listed below to reduce exposure to mobile source air toxics. Implementation of the mitigation measure would ensure that future development that may result from the adoption of the proposed Specific Plan would not expose sensitive receptors to substantial concentrations of mobile source toxic air contaminants, and that the impact would be reduced to a less than significant level.

### ***Mitigation Measures***

**MM 4.3-20:** In accordance with CARB recommendations, development of sensitive land uses within the Specific Plan area shall be minimized, where possible, within 500 feet of U.S. Highway 101 and State Route 23, where feasible. Where this is not feasible, development of sensitive land uses shall include project features that minimize the health impacts associated with freeways and heavily traveled roadways, as feasible. These measures include, but are not limited to:

- designing sensitive land use projects such that on-site buildings are located as far as possible from the highway;
- installing passive electrostatic, or similarly effective, in-door air filtering systems;
- changing the location of building air intakes to minimize exposure to roadway toxic air contaminants;
- ensuring that windows nearest to the freeway or major roadway do not open to reduce particulate matter exposure; and
- planting pollution-absorbing trees and vegetation between the roadway and buildings.

### ***Residual Impacts***

Impacts would be reduced to a less than significant level. (Class II)

**Impact 4.3-8: Future development that may result from the adoption of the proposed Specific Plan would not expose sensitive receptors to substantial concentrations of stationary source toxic air contaminants. (Class III)**

Stationary sources are subject to VCAPCD permitting requirements, which require quantification of the emissions and the implementation of Best Available Control Technology (BACT).

The emissions from equipment or operations requiring VCAPCD permits are not counted towards the air quality significance thresholds. This is for two reasons: (1) such equipment or processes are subject to the VCAPCD's New Source Review permit system, which is designed to produce a net air quality improvement and (2) facilities are required to mitigate emissions from equipment or processes subject to VCAPCD permit by using emission offsets and by installing BACT on the process or equipment. Therefore, any stationary sources of emissions will be assessed and reduced in accordance with VCAPCD regulations.

Nonetheless, the VCAPCD recommends that all projects that may emit TACs should be assessed to determine whether those TAC emissions may adversely impact nearby populations. When considering potential TAC impacts, lead agencies should consider both of the following situations: (1) a proposed new or modified facility that may emit TACs near existing land uses; and (2) a new land use proposed near or existing facility that emits TACs. If an individual future development project under the proposed Specific Plan is determined through the project-specific initial study to have the potential to emit TACs that could adversely impact nearby populations, a health risk assessment would be required as part of its project-specific environmental review. If the health risk assessment determines that the project would exceed the thresholds of significance, mitigation to avoid or reduce the impact would be required at that stage. Therefore, the adoption of the proposed Specific Plan and future development pursuant to it would not expose sensitive receptors to substantial concentrations of stationary source toxic air contaminants, and this impact is considered less than significant.

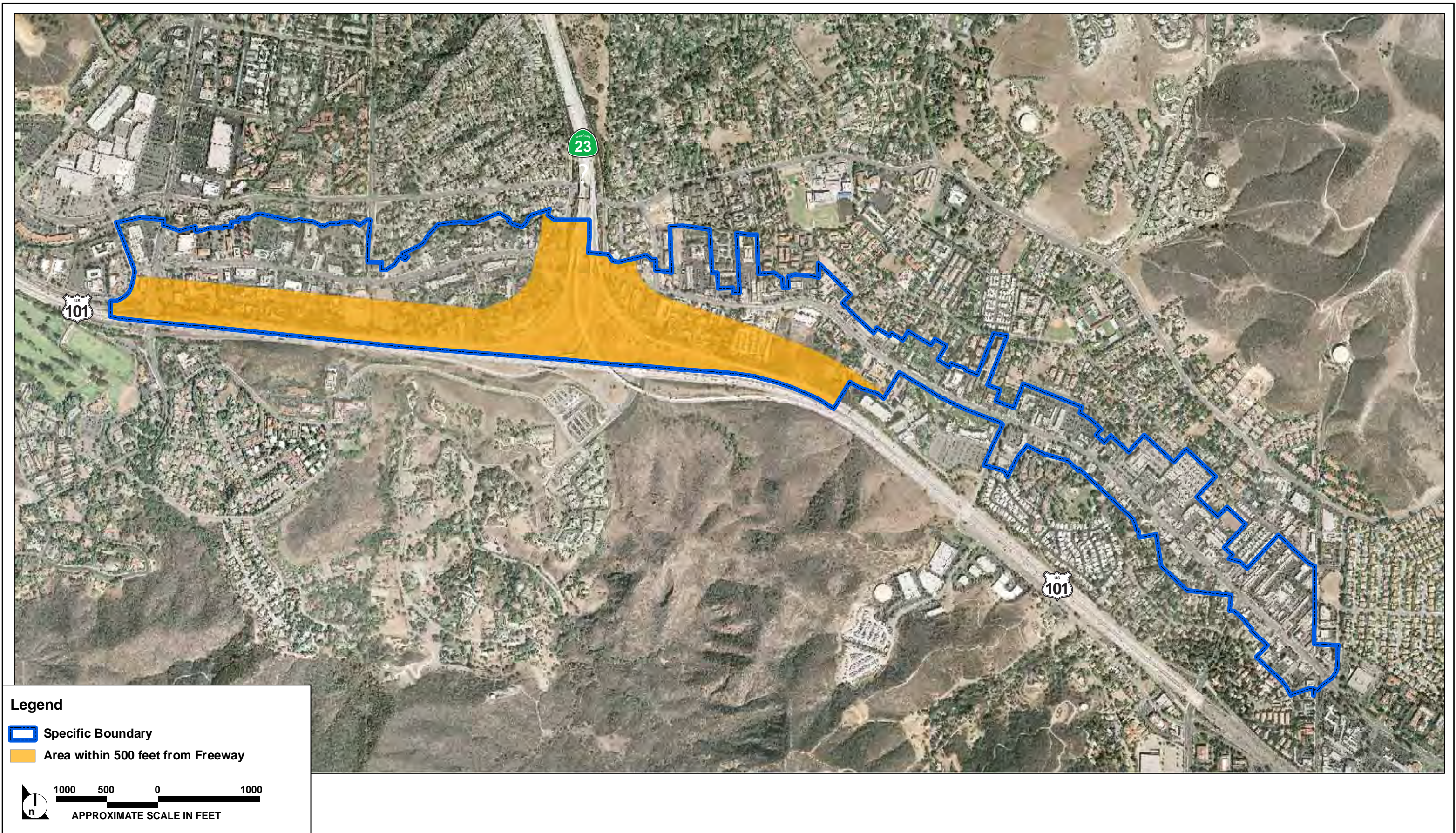
### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)





SOURCE: City of Thousand Oaks - February 2010

FIGURE 4.3-1

Thousand Oaks Boulevard Specific Plan Area



|                  |   |
|------------------|---|
| <b>Threshold</b> | <b>Create objectionable odors affecting a substantial number of people.</b> |
|------------------|---|

**Impact 4.3-9: Future development that may result from the adoption of the proposed Specific Plan would not create objectionable odors affecting a substantial number of people. (Class III)**

Certain types of facilities and land uses have the potential to generate odorous emissions. Odorous emissions are subject to nuisance regulations because they can be pervasive enough to annoy a considerable number of persons.

The VCAPCD regulates nuisance under Rule 51, which prohibits the discharge of air contaminants that would cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause injury or damage to business or property.

The proposed Specific Plan and the City's Municipal Code contain policies that prohibit the development of agricultural uses, cattle feedlots, dairy farms, heavy industrial and manufacturing uses, public utility facilities, and other land uses involving manufacturing, processing, or treating of products that is obnoxious or offensive due to emissions of odor, dust, smoke, gas, noise, or other causes.

The Hill Canyon Wastewater Treatment plant is located about 3 miles to the northwest of the closest point of the Specific Plan area. The nearest landfill is the Simi Valley Landfill which is in excess of 7 miles from the Specific Plan area. There are no petroleum refineries or other heavy industrial land uses in the vicinity of the Specific Plan area.

Commercial charbroiling and commercial painting may occur in the vicinity due to the presence of existing restaurants and auto body shops near Thousand Oaks Boulevard; however, odors from these sources have historically not caused any significant adverse impacts. Furthermore, these land uses must typically comply with VCAPCD permitting requirements for VOC emissions.

Therefore, it is anticipated that the Specific Plan area would not be subjected to odor impacts. Similarly, implementation of the proposed Specific Plan would not result in the development of land uses that would cause odor impacts. If an individual future development project under the proposed Specific Plan is determined through the project-specific initial study to have the potential to cause objectionable odors that could adversely impact nearby populations, mitigation or avoidance would be required as part of its project-specific environmental review. Therefore, future development that may result from the adoption

of the proposed Specific Plan would not create objectionable odors affecting a substantial number of people, and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

|                  |   |
|------------------|---|
| <b>Threshold</b> | <b>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.</b> |
|------------------|---|

**Impact 4.3-10:** Future development that may result from the adoption of the proposed Specific Plan by itself would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. (Class I)

### **Operational Emissions**

#### ***Business as Usual***

As noted earlier, no numerical significance threshold has been established to assess the significance of the proposed Specific Plan's GHG emissions. Several air quality management and air pollution control districts have proposed draft numerical thresholds, but they vary considerably. Several districts have proposed using a 28 to 29 percent reduction from BAU as criteria for evaluating a project's significance. Such a threshold would be equivalent to the state's reduction goal under AB 32. The San Joaquin Valley Air Quality Management District (SJVAPCD) and Sacramento Metropolitan Air Quality Management District (SMAQMD) have adopted CEQA guidance documents recommending that projects in its jurisdiction use a 29 percent reduction threshold. The SCAQMD is currently in the process of developing its threshold, but has referred to the SJVAPCD's approach for a percentage-based reduction target.

Since these reduction goals are based on AB 32, the BAU case is defined as the emissions that would occur from a similar project, during the 2002 through 2004 baseline period without any project features or measures beyond those required by statute or regulation that would reduce GHG emissions. Default trip generation rates from the 8<sup>th</sup> edition of the Institute of Transportation Engineers' *Trip Generation* manual was used to represent the trips associated with the BAU case.<sup>58</sup> The 2002 through 2004 period is used as

<sup>58</sup> Institute of Transportation Engineers, *Trip Generation*, 8<sup>th</sup> Edition, 2008.



the BAU case because CARB utilized data from this period when establishing the state's 2020 GHG emissions cap under AB 32. Therefore, the proposed Specific Plan's emissions are compared to a similar hypothetical BAU project from 2002 through 2004.

### *Methodology*

Future development that may result from the adoption of the proposed Specific Plan would result in the generation of GHGs. These emissions, primarily CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O, are the result of fuel combustion from building heating systems and motor vehicles.

Building and motor vehicle air conditioning systems may use HFCs (and HCFCs and CFCs to the extent that they have not been completely phased out at later dates). Motor vehicle HFCs are included in the emission estimates; however, HFCs from building air conditioning systems are not quantified since air conditioning equipment specifications for individual buildings are not known at this time and emissions would primarily occur through accidental leaks.

Direct emissions of CO<sub>2</sub>, the primary greenhouse gas that would be generated from the future growth projected to result from adoption of the proposed Specific Plan, would primarily be due to natural gas consumption and mobile-source emissions. Emission factors for GHGs due to natural gas consumption were obtained from the California Climate Action Registry *General Reporting Protocol*.<sup>59</sup> Mobile-source emissions were calculated using URBEMIS2007, based on trip generation rates provided by the traffic impact analysis for the proposed Specific Plan. URBEMIS2007 provides only CO<sub>2</sub> emissions; therefore, to account for other GHGs associated with fossil fuel combustion, the CO<sub>2</sub> emissions associated with project-generated trips were multiplied by a factor based on an U.S. EPA assumption that CO<sub>2</sub> represents 95 percent of the CO<sub>2e</sub> emissions associated with passenger vehicles, which account for most of the project-related trips.<sup>60</sup>

Development within the Specific Plan area would also result in indirect GHG emissions due to electricity demand. Emission factors for GHGs due to electricity demand were obtained from CARB's *Local Government Operating Protocol*, which contains GHG emission factors from utility providers in California.<sup>61</sup> The cited factors in the CARB report is based on data collected by the California Climate Action Registry. The emission factors take into account the current mix of energy sources used to

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<sup>59</sup> California Climate Action Registry, *General Reporting Protocol: Reporting Entity-Wide Greenhouse Gas Emissions*, Version 3.1, 2009, 101-103.

<sup>60</sup> US Environmental Protection Agency, Office of Transportation and Air Quality, *Greenhouse Gas Emissions from a Typical Passenger Vehicle (EPA420-F-05-004)*, 2005, 4.

<sup>61</sup> California Air Resources Board, *Local Government Operating Protocol*, Version 1.0, 2008, 174.

generate electricity and the relative carbon intensities of these sources, and includes natural gas, coal, nuclear, large hydroelectric, and other renewable sources of energy.

In addition to electrical demand, operation of development within the Specific Plan area would result in indirect GHG emissions due to water demand. GHG emissions from water demand are due to the electricity needed to convey, treat, and distribute potable water. The annual electrical demand factor for water demand was obtained from the California Energy Commission.<sup>62</sup>

GHG emissions from wastewater are due to the electricity needed to treat wastewater and the treatment process itself, which primarily releases CH<sub>4</sub> into the atmosphere. GHG emissions from solid waste generation are due to the decomposition of organic material, which releases CH<sub>4</sub> into the atmosphere. GHG emission factors for wastewater treatment<sup>63</sup> and solid waste generation<sup>64</sup> were obtained from the U.S. EPA.

#### *Project Features incorporated in the Specific Plan*

The proposed Specific Plan contains measures that would help reduce GHG emissions, as compared to ordinary development. As previously discussed, the CAPCOA CEQA & Climate Change white paper provides a list of potential mitigation measures and discusses each in terms of emissions reduction effectiveness, cost effectiveness, and technical and logistical feasibility.<sup>65</sup> The SMAQMD adopted its *Guidance for Land Use Emission Reductions*, which lists mitigation measures for land use projects.<sup>66</sup> Mitigation points are used to quantify the approximate emission reduction factor associated with a particular mitigation measure. These points are equivalent to a percentage of emission reductions associated with using a particular measure in a project. These measures and mitigation points are summarized above in **Table 4.3-10**.

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<sup>62</sup> California Energy Commission, Refining Estimates of Water-Related Energy Use in California, PIER Final Project Report (CEC-500-2006-118), 2006, 22.

<sup>63</sup> U.S. Environmental Protection Agency, *Compilation of Air Pollutant Emission Factors*, AP-42, Fifth Edition, Volume I, Chapter 4.3.5, 1998.

<sup>64</sup> U.S. Environmental Protection Agency, Office of Solid Waste and Emergency Response, *Greenhouse Gas Emission Factors for Management of Selected Materials in Municipal Solid Waste* (EPA-530-R-98-013), 1998.

<sup>65</sup> California Air Pollution Control Officers Association, *CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*, 2008.

<sup>66</sup> Sacramento Metropolitan Air Quality Management District, *Guidance for Land Use Emission Reductions*, Version 2.5, 2010.

### *Assembly Bill 32 Strategies*

Many of the emission reduction strategies associated with AB 32 are generally applied at the state level. Strategies included in the *Climate Change Scoping Plan*, such as SPM-2 (California Light-Duty Vehicle GHG Standards), SPM-3 (Energy Efficiency), SPM-4 (Renewables Portfolio Standard), SPM-5 (Low Carbon Fuel Standard), SPM-7 (Vehicle Efficiency Measures), and SPM-10 (Heavy/Medium-Duty Vehicles), are generally not under the control of local agencies. Nonetheless, emission reductions from these strategies are anticipated to occur as CARB adopts regulations under AB 32. Since the horizon year of 2035 is well past the AB 32 target year of 2020, it is reasonable to expect that the proposed Specific Plan would reduce its contribution to GHG emissions consistent with AB 32. Therefore, reductions from applicable AB 32 strategies are incorporated in the emission estimates below.

### *Summary of Estimated Greenhouse Gas Emissions*

**Tables 4.3-15** through **4.3-17**, below, tabulate the projected operational GHG emissions associated with future development within the Specific Plan area. **Table 4.3-15, GHG Emissions from Future Development in Specific Plan Area under Existing General Plan** tabulates that portion attributable to expected growth that would occur under the City's existing General Plan designations and zoning for the Specific Plan area. **Table 4.3-16, Estimated Additional Operational GHG Emissions Associated with Specific Plan** tabulates the operational GHG emissions associated with incremental growth that could occur above the current General Plan projections based on the land uses and development standards of the proposed Specific Plan. **Table 4.3-17, Estimated Operational Future GHG Emissions Associated with Specific Plan** combines the data in **Tables 4.3-15** and **4.3-16**, and represents the total projected operational GHG emissions at buildout of the Specific Plan area, as compared to existing conditions. Detailed calculations are provided in **Appendix 4.3**. It should be noted that the data used to calculate the GHG emissions, as explained above and in **Appendix 4.3**, are based on information known or reasonably assumed at the time of the analysis.

Because the features and mitigation points presented in **Table 4.3-10** would apply to all future development within the Specific Plan area, including future development allowed by the existing General Plan, the data in **Tables 4.3-15** and **4.3-16** is inclusive of the features and mitigation points from **Table 4.3-10**. These emissions are compared to the BAU emissions and are shown for informational purposes and are included in the cumulative impacts discussion presented later in this section.

**Table 4.3-15**  
**GHG Emissions from Future Development in Specific Plan Area under Existing General Plan**

| GHG Emissions Source | Emissions (metric tons CO <sub>2</sub> e per year) |                  |                   |                     |                  |                   |
|----------------------|--|------------------|-------------------|---------------------|------------------|-------------------|
|                      | Without AB 32 Measures                             |                  |                   | With AB 32 Measures |                  |                   |
|                      | BAU  | Future Emissions | Percent Reduction | BAU                 | Future Emissions | Percent Reduction |
| Mobile Sources       | 22,994   | 21,641           | 5.9%              | 22,994              | 15,471           | 32.7%             |
| Area Sources         | 1,058  | 974              | 8.0%              | 1,058               | 881              | 16.7%             |
| Electricity          | 2,924  | 2,607            | 10.8%             | 2,924               | 1,751            | 40.1%             |
| Solid Waste          | 91   | 91               | 0.0%              | 91                  | 91               | 0.0%              |
| Water                | 94   | 88               | 7.0%              | 94                  | 88               | 7.0%              |
| Wastewater           | 13   | 12               | 7.0%              | 13                  | 12               | 7.0%              |
| <b>Total</b>         | <b>27,174</b>                                      | <b>25,413</b>    | <b>6.5%</b>       | <b>27,174</b>       | <b>18,294</b>    | <b>32.7%</b>      |

Source: Impact Sciences, Inc. Emissions calculations are provided in *Appendix 4.3*  
 Totals in table may not appear to add exactly due to rounding.

As additional information regarding specific projects within the Specific Plan area become available, the GHG emissions inventory may change relative to the levels shown in **Table 4.3-16**.

**Table 4.3-16**  
**Estimated Additional Operational GHG Emissions Associated with Specific Plan**

| GHG Emissions Source | Emissions (metric tons CO <sub>2</sub> e per year) |                         |                   |                     |                         |                   |
|----------------------|--|-------------------------|-------------------|---------------------|-------------------------|-------------------|
|                      | Without AB 32 Measures                             |                         |                   | With AB 32 Measures |                         |                   |
|                      | BAU  | Specific Plan Emissions | Percent Reduction | BAU                 | Specific Plan Emissions | Percent Reduction |
| Mobile Sources       | 38,759   | 28,945                  | 25.3%             | 38,759              | 20,348                  | 47.5%             |
| Area Sources         | 2,333  | 2,158                   | 7.5%              | 2,333               | 1,975                   | 15.3%             |
| Electricity          | 4,133  | 3,299                   | 20.2%             | 4,133               | 2,088                   | 49.5%             |
| Solid Waste          | 359  | 359                     | 0.0%              | 359                 | 359                     | 0.0%              |
| Water                | 290  | 269                     | 7.0%              | 290                 | 269                     | 7.0%              |
| Wastewater           | 40   | 37                      | 7.0%              | 40                  | 37                      | 7.0%              |
| <b>Total</b>         | <b>45,914</b>                                      | <b>35,068</b>           | <b>23.6%</b>      | <b>45,914</b>       | <b>25,077</b>           | <b>45.4%</b>      |

Source: Impact Sciences, Inc. Emissions calculations are provided in *Appendix 4.3*  
 Totals in table may not appear to add exactly due to rounding.

**Table 4.3-17**, below, combines these two components of the Specific Plan area future GHG emissions. This total amount reflects future GHG emissions over and above existing conditions within the Specific Plan area.

Development within the Specific Plan area would result in GHG emissions that exceed 25,000 MTCO<sub>2e</sub>, as shown in **Table 4.3-16**. Therefore, future development within the Specific Plan area that may result from the adoption of the proposed Specific Plan would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. The emissions would be reduced by 29 percent or more compared to the BAU case with the incorporation of proposed Specific Plan policies and measures and AB 32 measures. Regardless, development of projected growth that may result from the adoption of the proposed Specific Plan would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. As no feasible mitigation measures exist to reduce GHG emissions associated with the proposed Specific Plan, this impact is considered significant and unavoidable.

**Table 4.3-17**  
**Estimated Operational Future GHG Emissions Associated with Specific Plan**

| GHG Emissions<br>Source | Emissions (metric tons CO <sub>2e</sub> per year) |                               |                      |                     |                               |                      |
|-------------------------|---|-------------------------------|----------------------|---------------------|-------------------------------|----------------------|
|                         | Without AB 32 Measures                            |                               |                      | With AB 32 Measures |                               |                      |
|                         | BAU   | Specific<br>Plan<br>Emissions | Percent<br>Reduction | BAU                 | Specific<br>Plan<br>Emissions | Percent<br>Reduction |
| Mobile Sources          | 61,753  | 50,586                        | 18.1%                | 61,753              | 35,819                        | 42.0%                |
| Area Sources            | 3,391   | 3,132                         | 7.6%                 | 3,391               | 2,856                         | 15.8%                |
| Electricity             | 7,057   | 5,906                         | 16.3%                | 7,057               | 3,839                         | 45.6%                |
| Solid Waste             | 450   | 450                           | 0.0%                 | 450                 | 450                           | 0.0%                 |
| Water                   | 384   | 357                           | 7.0%                 | 384                 | 357                           | 7.0%                 |
| Wastewater              | 53  | 49                            | 7.0%                 | 53                  | 49                            | 7.0%                 |
| <b>Total</b>            | <b>73,088</b>                                     | <b>60,480</b>                 | <b>17.3%</b>         | <b>73,088</b>       | <b>43,370</b>                 | <b>40.7%</b>         |

Source: Impact Sciences, Inc. Emissions calculations are provided in **Appendix 4.3**  
Totals in table may not appear to add exactly due to rounding.

### **Mitigation Measures**

No feasible measures exist to reduce GHG emissions associated with the proposed Specific Plan to below 25,000 MTCO<sub>2e</sub>.

### ***Residual Impacts***

The impact associated with the GHG emissions from the proposed Specific Plan by itself is considered significant and unavoidable (Class I).

|                  |   |
|------------------|---|
| <b>Threshold</b> | <b>Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.</b> |
|------------------|---|

**Impact 4.3-11:** Future development that may result from the adoption of the proposed Specific Plan could conflict with applicable plans, policies or regulations adopted for the purpose of reducing the emissions of greenhouse gases. However, implementation of proposed mitigation would ensure that implementation of the Specific Plan would not conflict with applicable plans, policies or regulations adopted for the purpose of reducing the emissions of greenhouse gases. (Class II).

The goal of AB 32 is to reduce statewide GHG emissions to 1990 levels by 2020. In December 2008, CARB adopted the *Climate Change Scoping Plan*, which details strategies to meet that goal. The Scoping Plan instructs local governments to establish sustainable community strategies to reduce GHG emissions associated with transportation, energy, and water, as required under SB 375. Planning efforts that lead to reduced vehicle trips while preserving personal mobility should be undertaken in addition to programs such as employee transit incentives, telework programs, car sharing, parking policies, public education programs and other strategies that enhance and complement land use and transit strategies. The *Climate Change Scoping Plan* also recommends energy-efficiency measures in buildings such as maximizing the use of energy-efficient appliances and solar water heating as well as complying with green building standards that result in decreased energy consumption compared to Title 24 building codes. In addition, the *Climate Change Scoping Plan* encourages the use of solar photovoltaic panels and other renewable sources of energy to provide clean energy and reduce fossil-fuel based energy.

In addition to the measures listed in the *Climate Change Scoping Plan*, other state offices have provided recommended measures that would assist lead agencies in determining consistency with the state's GHG reduction goals. The California Attorney General's Office (AGO) has stated that lead agencies can play an important role in "moving the State away from 'business as usual' and toward a low-carbon future."<sup>67</sup> The AGO has released a guidance document that provides information to lead agencies that may be helpful in carrying out their duties under CEQA with respect to GHGs and climate change impacts.

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<sup>67</sup> California Office of the Attorney General, *The California Environmental Quality Act: Addressing Global Warming Impacts at the Local Agency Level*, 2008

Provided in the document are measures that can be included as project design features, required changes to the project, or mitigation measures at the project level and at the general-plan level. The measures are not intended to be exhaustive and may not be appropriate for every project or general plan.

The AGO affirms that “the decision of whether to approve a project—as proposed or with required changes or mitigation—is for the local agency, exercising its informed judgment in compliance with the law and balancing a variety of public objectives.”

The proposed Specific Plan’s is generally consistent with the goal of AB 32. As shown above, the proposed Specific Plan would reduce GHG emissions by more than 29 percent compared to the BAU case. Consistency with specific AB 32 programs and regulations cannot be determined at this point because CARB has not yet developed specific regulations to achieve all of the reductions called for in the Scoping Plan measures. Furthermore, as noted earlier, AB 32 measures are generally applied at the state level and are largely not under the jurisdiction of local agencies, with the exception of measures related to SB 375, which have yet to be fully developed.

The project’s consistency with the AGO’s recommended strategies at the general plan level is evaluated below in **Table 4.3-18, Consistency of Specific Plan with Attorney General’s Office General Plan Strategies**. The sustainable policies, project design features, and mitigation measures included in the project are evaluated relative to the key recommended measures. As shown in the **Table 4.3-18**, below, the proposed Specific Plan is compatible with applicable AGO strategies. However, since the proposed Specific Plan does not comply with all the applicable strategies, this is considered a potentially significant impact.

Implementation of the proposed mitigation measure listed below would require that the proposed Specific Plan be revised. Future development projects within the Specific Plan area would comply with other applicable AGO strategies as part of project-level review. Implementation of the mitigation measure would ensure that future development that may result from the adoption of the proposed Specific Plan would not conflict with applicable plans, policies or regulations adopted for the purpose of reducing the emissions of greenhouse gases, and that the impact would be reduced to a less than significant level.

On June 19, 2008, OPR issued a technical advisory as interim guidance regarding the analysis of GHG emissions in CEQA documents.<sup>68</sup> The OPR technical advisory included recommended mitigation measures for projects. However, these measures are intended to be analyzed at the project level. If no method has been formally adopted by a lead agency to evaluate the significance of GHG emissions, individual development projects should be evaluated for consistency with recommended measures in OPR’s technical advisory, when environmental review is conducted for these development projects.

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<sup>68</sup> Governor’s Office of Planning and Research, *Technical Advisory – CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*, 2008.

**Table 4.3-18**  
**Compatibility of Specific Plan with Attorney General's Office General Plan Strategies**

| <b>Suggested Strategy</b>   | <b>Specific Plan</b>  | <b>Compatible?</b>   |
|---|---|--|
| <b>AGO-1:</b> Smart growth, jobs/housing balance, transit-oriented development, and infill development through land use designations, incentives and fees, zoning, and public-private partnerships. | The proposed Specific Plan allows medium- and high-density housing in close proximity to existing and proposed commercial and recreational land uses, and encourages in-fill development, as well as redevelopment of older commercial areas in Thousand Oaks.  | <b>Yes.</b> The proposed Specific Plan incorporates policies for variety in housing, mixed-use residential and commercial development, and promotes in-fill development and redevelopment in the central area of the City. |
| <b>AGO-2:</b> Create transit, bicycle, and pedestrian connections through planning, funding, development requirements, incentives and regional cooperation; create disincentives for auto use.      | The proposed Specific Plan upgrades the existing Class III bike lanes to Class II bike lanes on Thousand Oaks Boulevard. Enhanced pedestrian nodes will be placed at selected intersections and will reduce the crossing distance for the pedestrian. The change in streetscape will also alert the driver to watch for pedestrians, thus making street crossings safer. The proposed Specific Plan also provides wider sidewalks and landscaping improvements to create a pedestrian-friendly environment. Mitigation measures are recommended to discourage auto use, such as paid parking. | <b>Yes.</b> The proposed Specific Plan incorporates policies for encouraging transit, bicycle, and pedestrian connections and discouraging use of the automobile.  |
| <b>AGO-3:</b> Energy- and water-efficient buildings and landscaping through ordinances, development fees, incentives, project timing prioritization, and other implementing tools.                  | The proposed Specific Plan incorporates the following: <ul style="list-style-type: none"> <li>• All landscaping must conform to the recommendations and requirements of the City of Thousand Oaks Forestry Master Plan.</li> <li>• Drought tolerant native plants shall be used for landscaping.</li> <li>• All irrigation systems must utilize water efficient equipment and programming.</li> <li>• Compliance with City building standards for energy efficiency.</li> </ul> These Citywide policies encourage and require building energy or water efficiency                             | <b>Yes.</b> The proposed Specific Plan incorporates policies for energy efficiency and landscape water efficiency.   |
| <b>AGO-4:</b> Green procurement and alternative fuel vehicle use through municipal mandates and voluntary bid incentives.   | Not applicable.   | <b>Yes.</b>  |
| <b>AGO-5:</b> Alternative fuel facilities and infrastructure through land use designations, zoning, and public-private partnerships.  | The proposed Specific Plan does not explicitly incorporate policies related to alternative fuel facilities. Therefore, mitigation measures are recommended to allow alternative fuel facilities as a regulated use.   | <b>Potentially Incompatible.</b> Mitigation measures are recommended below.  |



| Suggested Strategy   | Specific Plan  | Compatible?  |
|--|--|--|
| <b>AGO-6:</b> Renewable energy generation (utility and residential) through feasibility evaluations, land use designations, zoning, permit streamlining, incentives and financing.             | The proposed Specific Plan does not incorporate policies related to renewable energy generation. This is essentially because it is not a suitable site for such use.   | <b>Yes.</b>  |
| <b>AGO-7:</b> Waste diversion, recycling, water efficiency, energy efficiency and energy recovery in cooperation with public services districts and private entities.                          | The proposed Specific Plan is subject to statewide water conservation requirements, as well as those of the Calleguas Municipal Water District and City of Thousand Oaks, the local water wholesaler and retail provider, respectively.  | <b>Yes.</b>  |
| <b>AGO-8:</b> Urban and rural forestry through tree planting requirements and programs; preservation of agricultural land and resources that sequester carbon; heat island reduction programs. | The proposed Specific Plan provides a consistent and beneficial street-tree planting program, and complies with the General Plan and local ordinances as to use of trees in landscaping of development projects. However, a provision of the proposed Specific Plan would allow removal of oak trees, without a permit, well in excess of the diameter of oak trees that may be removed without a permit Citywide. The proposed Specific Plan would allow removal without a permit of an oak tree measuring up to 24 inches in diameter, when measured four and one-half foot above the ground, compared to 2 inches in diameter Citywide. The proposed Specific Plan also includes policies for the planting of broad canopy street trees and accent trees to provide streetscape improvements along Thousand Oaks Boulevard. | <b>Potentially Incompatible.</b> Although the proposed Specific Plan incorporates policies for the conservation of trees and the planting of new trees, the potential removal of large oak trees allowable under the Specific Plan is incompatible with this strategy. This impact and mitigation is discussed in more detail in <b>Section 4.5, Biological Resources.</b> |
| <b>AGO-9:</b> Community outreach and education to foster community involvement, input, and support for GHG reduction planning and implementation.  | Generally not applicable, although this EIR is a public document that educates about greenhouse gas issues and their relationship to local planning decisions.   | <b>Yes.</b>  |

| Suggested Strategy  | Specific Plan  | Compatible?  |
|---|--|--|
| <p><b>AGO-10:</b> Regional cooperation to find cross-regional efficiencies in GHG reduction investments and to plan for regional transit, energy generation, and waste recovery facilities.</p> | <p>The mixed-use project concept in this section of the proposed Specific Plan is a logical approach to creating a local Sustainable Community Strategy that will be a part of future land use decisions; therefore, this mixed use concept is consistent with the state's mandates on creating Sustainable Community Strategies to help reduce greenhouse gas emissions under SB 375. The goal here is to promote development, at an appropriate density with a mix of retail, office, commercial, and residential uses in the City's urban core and on a main transit corridor with bus stops and bicycle lanes and also near to the 101 freeway and the City's transportation center. The allowance of well-designed mixed-use office, lodging, or residential projects within walking distance of shopping and transit opportunities under the proposed Specific Plan will help reduce the amount of vehicle miles traveled resulting in less GHG emissions generated by future development in the City. SB 375 also requires the coordination of regional transportation planning and the regional housing needs assessments allocated to the City. At the same time the City is reducing vehicle miles traveled, developing a variety of residential units for various household income ranges in mixed-use projects under this proposed Specific Plan assists the City in meeting its Housing Needs Assessment allocations, as well as creating support for the City's requests for state and federal street and highway infrastructure funds under SB 375.</p> | <p><b>Yes.</b> The City is taking steps towards regional GHG reduction investments and regional transit and creating a local Sustainable Community Strategy as part of SB 375.</p> |

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*Sources:*

*Attorney General's Office, "Sustainability and General Plans: Examples of Policies to Address Climate Change," [http://ag.ca.gov/globalwarming/pdf/GP\\_policies.pdf](http://ag.ca.gov/globalwarming/pdf/GP_policies.pdf). 2010.*

*Ventura County Air Pollution Control District, Final 2007 Air Quality Management Plan, (2007) 46-49.*

*City of Thousand Oaks, Thousand Oaks Boulevard Specific Plan, (2009).*

*Impact Sciences, Inc., (2010).*

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### Mitigation Measures

**MM 4.3-21:** The proposed Specific Plan shall be revised to explicitly allow alternative fuel/electric charging facilities as a regulated use within the Specific Plan area.

### Residual Impacts

Impacts would be reduced to a less than significant level. (Class II)

### CUMULATIVE IMPACTS

Cumulative development within the City of Thousand Oaks would result in increased residential and commercial development. **Table 4.3-19, Cumulative Estimated Operational Emissions** shows the estimated maximum daily criteria pollutant emissions that are expected to be emitted within the City, including both existing development and projected growth in the City under existing General Plan conditions. Wintertime emissions are substantially higher than summertime emissions primarily due to wood burning hearths and stoves.

**Table 4.3-19**  
**Cumulative Estimated Operational Emissions**

| Emissions Source                        | Emissions in Pounds per Day |                 |               |                 |                  |                   |
|---|-----------------------------|-----------------|---------------|-----------------|------------------|-------------------|
|   | ROC                         | NO <sub>x</sub> | CO            | SO <sub>x</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| <b>Summertime Emissions<sup>1</sup></b> |                             |                 |               |                 |                  |                   |
| Area Source Emissions                   | 3,408                       | 1,048           | 1,949         | < 1             | 6                | 6                 |
| Mobile Source Emissions                 | 3,421                       | 2,489           | 35,169        | 102             | 17,830           | 3,363             |
| <b>Total Summertime Emissions</b>       | <b>6,829</b>                | <b>3,537</b>    | <b>37,118</b> | <b>102</b>      | <b>17,836</b>    | <b>3,369</b>      |
| <b>Winter Emissions<sup>2</sup></b>     |                             |                 |               |                 |                  |                   |
| Area Source Emissions                   | 10,253                      | 1,728           | 28,726        | 85              | 4,476            | 4,308             |
| Mobile Source Emissions                 | 3,601                       | 3,756           | 37,052        | 90              | 17,830           | 3,363             |
| <b>Total Wintertime Emissions</b>       | <b>13,854</b>               | <b>5,484</b>    | <b>65,778</b> | <b>174</b>      | <b>22,306</b>    | <b>7,671</b>      |

Source: Impact Sciences, Inc. Emissions calculations are provided in **Appendix 4.3**.

Totals in table may not appear to add exactly due to rounding in the computer model calculations.

<sup>1</sup> "Summertime Emissions" are representative of the conditions that may occur during the ozone season (May 1 to October 31).

<sup>2</sup> "Wintertime Emissions" are representative of the conditions that may occur during the balance of the year (November 1 to April 30).

The emissions tabulated in **Table 4.3-12**, which provides the estimated additional operational emissions associated with proposed Specific Plan, when combined with the emissions tabulated in **Table 4.3-19**, above, represents the cumulative impact of the proposed Specific Plan in combination with other existing and planned development in the City.

Because the Basin is currently in nonattainment for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>, cumulative development could violate an air quality standard or contribute to an existing or projected air quality violation if the growth is not planned for in the AQMP. In addition, growth that is not consistent with the control measures and land use planning strategies in the AQMP would be considered a potentially significant cumulative impact. The contribution of the proposed Specific Plan to this cumulative impact is a function of the emissions anticipated under regional growth forecasts. As noted above, future development that may result from the adoption of the proposed Specific Plan would result in a population that is within the regional growth forecasts used in the 2007 AQMP. Additionally, the proposed Specific Plan incorporates policies that are consistent with the applicable 2007 AQMP transportation control measures and land use planning strategies, which would reduce emissions and reduce dependency on automobiles. Therefore, adoption of the proposed Specific Plan will not contribute to this significant cumulative impact.

The estimated maximum annual GHG emissions that are expected to be emitted by projected growth in the City under existing General Plan conditions are provided below in **Table 4.3-20, Cumulative Estimated Operational GHG Emissions**. The emissions were calculated based on the methods described above with the following exceptions. Trip generation rates were taken from the traffic impact analysis, which contained data for projected growth under existing General Plan conditions. As a conservative measure, emission reductions listed in **Table 4.3-10** were not taken into account for the General Plan. In addition, as most of the uses allowed by the current general plan have been developed, emission reductions associated with increased energy efficiency under Title 24 (2008), which went into effect on January 1, 2010, were not taken into account for the General Plan. Detailed calculations are provided in **Appendix 4.3**. It should be noted that the data used to calculate the GHG emissions, as explained above and in **Appendix 4.3**, are based on information known or reasonably assumed at the time of the analysis. The actual GHG emissions inventory may differ from the levels shown in **Table 4.3-20**. However, the emissions presented below are a reasonably conservative estimate based on known information.

**Table 4.3-20**  
**Cumulative Estimated Operational GHG Emissions**

| GHG Emissions<br>Source    | Emissions (metric tons CO <sub>2</sub> e per year) |                  |                      |                     |                  |                      |
|----------------------------|--|------------------|----------------------|---------------------|------------------|----------------------|
|                            | Without AB 32 Measures                             |                  |                      | With AB 32 Measures |                  |                      |
|                            | BAU  | General<br>Plan  | Percent<br>Reduction | BAU                 | General<br>Plan  | Percent<br>Reduction |
| Mobile Sources             | 1,754,195  | 1,754,195        | 0.0%                 | 1,754,195           | 1,233,199        | 29.7%                |
| Area Sources               | 245,378  | 245,378          | 0.0%                 | 245,378             | 224,823          | 8.4%                 |
| Electricity                | 246,917  | 228,870          | 7.3%                 | 246,913             | 144,874          | 41.3%                |
| Solid Waste                | 40,181   | 40,181           | 0.0%                 | 40,181              | 40,181           | 0.0%                 |
| Water                      | 24,381   | 22,670           | 7.0%                 | 24,381              | 22,670           | 7.0%                 |
| Wastewater                 | 3,355  | 3,120            | 7.0%                 | 3,355               | 3,120            | 7.0%                 |
| <b>Total GHG Emissions</b> | <b>2,314,403</b>                                   | <b>2,294,413</b> | <b>0.9%</b>          | <b>2,314,403</b>    | <b>1,668,867</b> | <b>27.9%</b>         |

Source: Impact Sciences, Inc. Emissions calculations are provided in **Appendix 4.3**  
Totals in table may not appear to add exactly due to rounding.

The emissions tabulated in **Table 4-3.16**, which provides the estimated additional operational GHG emissions associated with proposed Specific Plan, when combined with the emissions tabulated in **Table 4.3-20**, above, represents the cumulative impact of the Specific Plan in combination with other existing and planned development in the City.

As discussed previously, the proposed Specific Plan would contribute GHG emissions that may result in a significant and unavoidable impact to the climate, despite the fact that the Specific Plan would contain policies and measures that would, in conjunction with expected AB 32 reduction measures, reduce GHG emissions consistent with the goal of AB 32. Therefore, given the level of GHG emissions expected under the existing General Plan, adoption of the proposed Specific Plan may result in significant cumulative impacts related to GHG emissions.

### INTRODUCTION

*This section addresses the potential noise impacts associated with implementation of the Thousand Oaks Boulevard Specific Plan (Specific Plan or Specific Plan Area). This section provides a discussion of noise, the existing noise environment, and includes a project and cumulative noise impact analysis. The noise impact analysis addresses both roadway noise and stationary noise sources. Information in this section is based on noise modeling conducted by Impact Sciences, Inc. Technical material collected or generated for this section is provided in **Appendix 4.4**.*

### CHARACTERISTICS OF NOISE

Noise is usually defined as unwanted sound and can be an undesirable by-product of society's normal day-to-day activities. Sound becomes unwanted when it interferes with normal activities, causes actual physical harm, or has an adverse effect on health. The definition of noise as unwanted sound implies that it has an adverse effect or causes a substantial annoyance to people and their environment.

The standard unit of measurement of the loudness of sound is the decibel (dB). Sound pressure level alone is not a reliable indicator of loudness because the human ear does not respond uniformly to sounds at all frequencies. For example, it is less sensitive to low and high frequencies than to medium frequencies that more closely correspond with human speech. In response to the human ear's sensitivity or lack thereof to different frequencies, the A-weighted noise level, referenced in units of dB(A), was developed to better correspond with peoples' subjective judgment of sound levels. In general, changes in a community noise level of less than 3.0 dB(A) are not typically noticed by the human ear.<sup>1</sup> Changes from 3.0 to 5.0 dB(A) may be noticed by some individuals who are extremely sensitive to changes in noise. An increase of greater than 5.0 dB(A) is readily noticeable, while the human ear perceives a 10.0 dB(A) increase in sound level to be a doubling of sound volume. Because the decibel level is a logarithmic measurement, decibel levels cannot be added arithmetically. A doubling of sound energy results in a 3.0 dB(A) increase in sound, which means that a doubling of sound wave energy (e.g., doubling the volume of traffic on a roadway) would result in a barely perceptible change in sound level. Common noise levels associated with certain activities are shown on **Figure 4.4-1, Common Noise Levels**.

Noise sources occur in two forms: (1) point sources, such as stationary equipment or individual motor vehicles; and (2) line sources, such as a roadway with a large number of mobile point sources (motor vehicles).

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<sup>1</sup> U.S. Department of Transportation, Federal Highway Administration, *Highway Noise Fundamentals*, (Springfield, Virginia: U.S. Department of Transportation, Federal Highway Administration, September 1980), p. 81.

Sound generated by a stationary point source typically diminishes (attenuates) at a rate of 6 dB(A) for each doubling of distance from the source to the receptor at acoustically “hard” sites, and at a rate of 7.5 dB(A) at acoustically “soft” sites.<sup>2</sup> For example, a 60.0 dB(A) noise level measured at 50 feet from a point source at an acoustically hard site would be 54.0 dB(A) at 100 feet from the source and it would be 48.0 dB(A) at 200 feet from the source. Sound generated by a line source typically attenuates (i.e., becomes less) at a rate of 3.0 dB(A) and 4.5 dB(A) per doubling of distance from the source to the receptor for hard and soft sites, respectively.<sup>3</sup> Man-made or natural barriers can also attenuate sound levels, as illustrated in **Figure 4.4-2, Noise Attenuation by Barriers**.

Solid walls and berms may reduce noise levels by 5.0 to 10.0 dB(A).<sup>4</sup> The minimum attenuation of exterior to interior noise provided by typical structures in California is provided in **Table 4.4-1, Outside to Inside Noise Attenuation**.

**Table 4.4-1**  
**Outside to Inside Noise Attenuation (dB(A))**

| <b>Building Type</b>         | <b>Open Windows</b> | <b>Closed Windows<sup>1</sup></b> |
|------------------------------|---------------------|-----------------------------------|
| Residences                   | 17.0                | 25.0                              |
| Schools                      | 17.0                | 25.0                              |
| Churches                     | 20.0                | 30.0                              |
| Hospitals/Convalescent Homes | 17.0                | 25.0                              |
| Offices                      | 17.0                | 25.0                              |
| Theaters                     | 20.0                | 30.0                              |
| Hotels/Motels                | 17.0                | 25.0                              |
|                              | --                  | --                                |

*Source:* Transportation Research Board, National Research Council, *Highway Noise: A Design Guide for Highway Engineers*, National Cooperative Highway Research Program Report 117.

<sup>1</sup> As shown, structures with closed windows can attenuate exterior noise by a minimum of 25 to 30 dB(A).

- <sup>2</sup> U.S. Department of Transportation, Federal Highway Administration, *Highway Noise Fundamentals*, (Springfield, Virginia: U.S. Department of Transportation, Federal Highway Administration, September 1980), p. 97. A “hard” or reflective site does not provide any excess ground-effect attenuation and is characteristic of asphalt, concrete, and very hard packed soils. An acoustically “soft” or absorptive site is characteristic of normal earth and most ground with vegetation.
- <sup>3</sup> U.S. Department of Transportation, Federal Highway Administration, *Highway Noise Fundamentals*, (Springfield, Virginia: U.S. Department of Transportation, Federal Highway Administration, September 1980), p. 97.
- <sup>4</sup> U.S. Department of Transportation, Federal Highway Administration, *Highway Noise Mitigation*, (Springfield, Virginia: U.S. Department of Transportation, Federal Highway Administration, September 1980), p. 18.

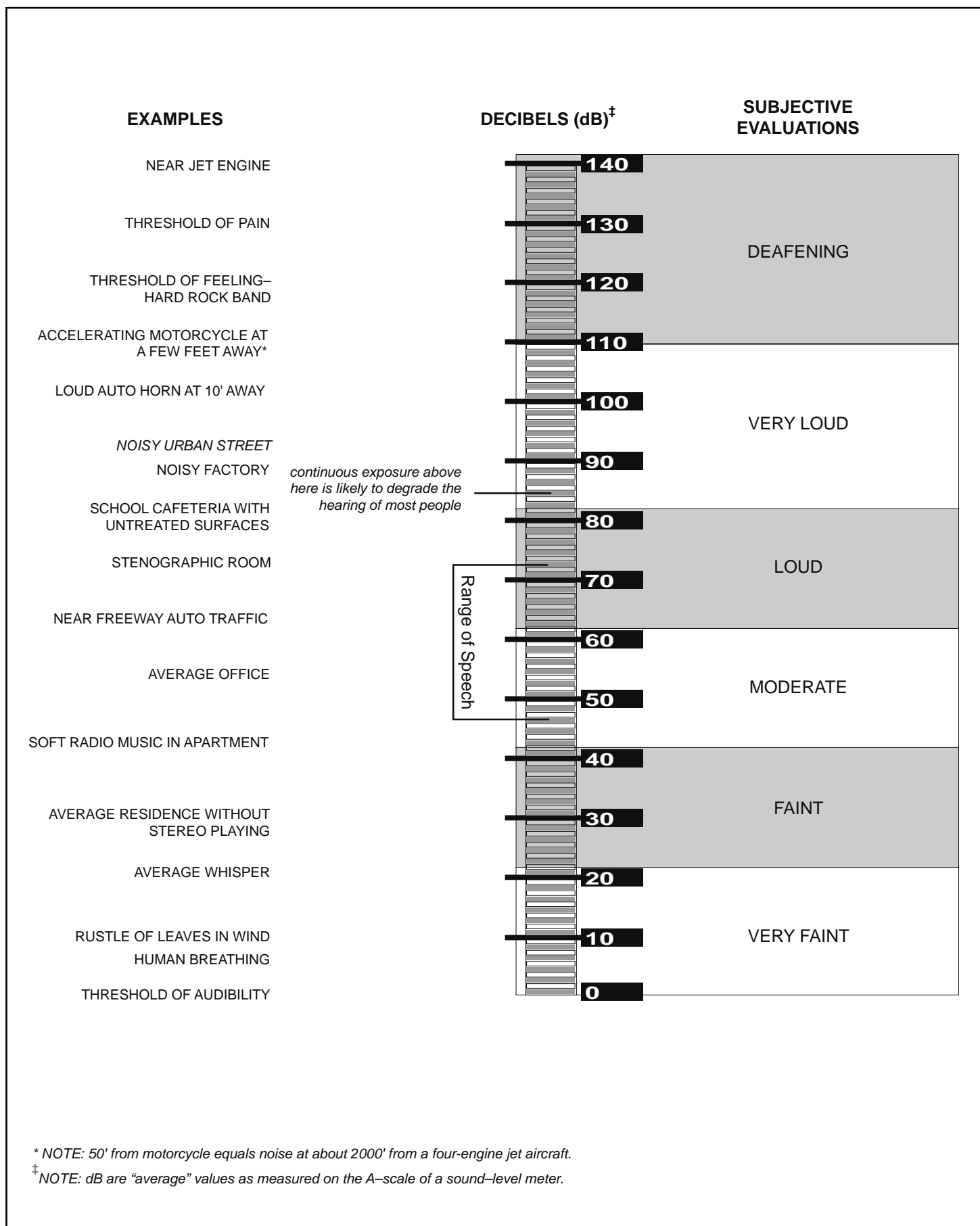
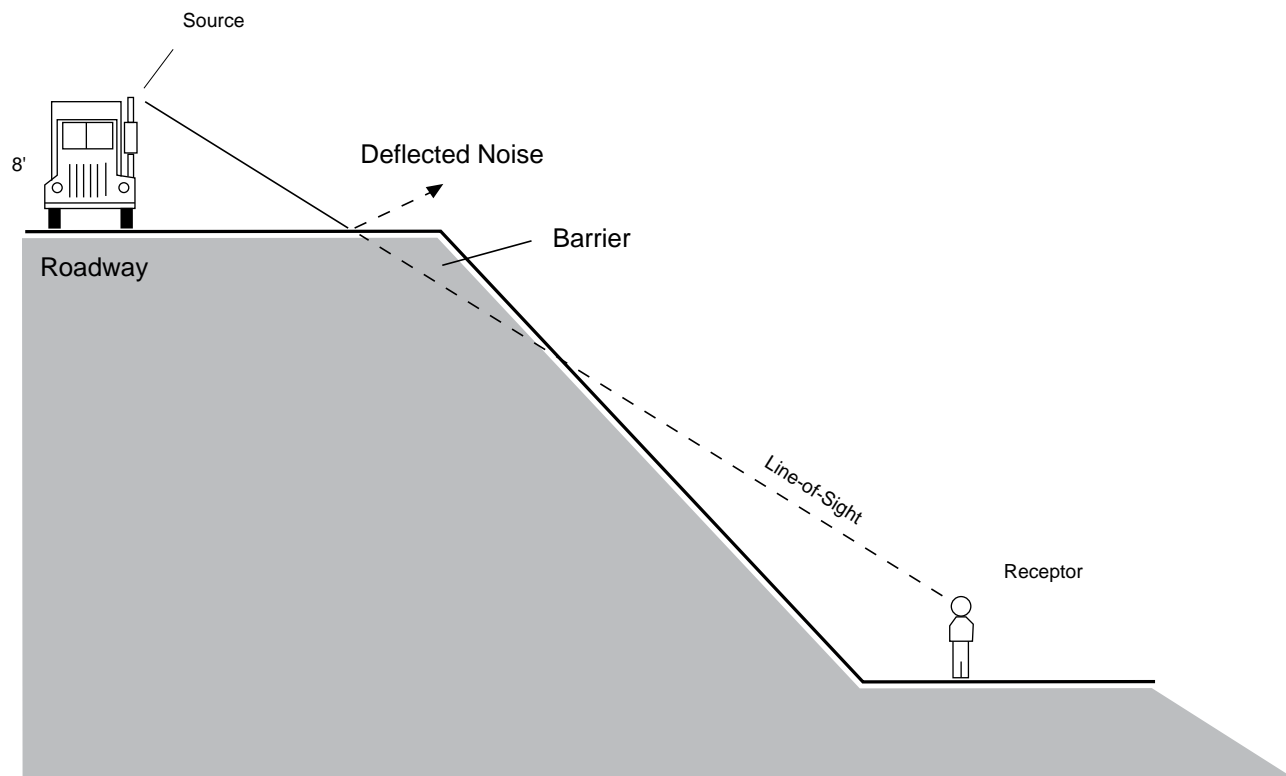


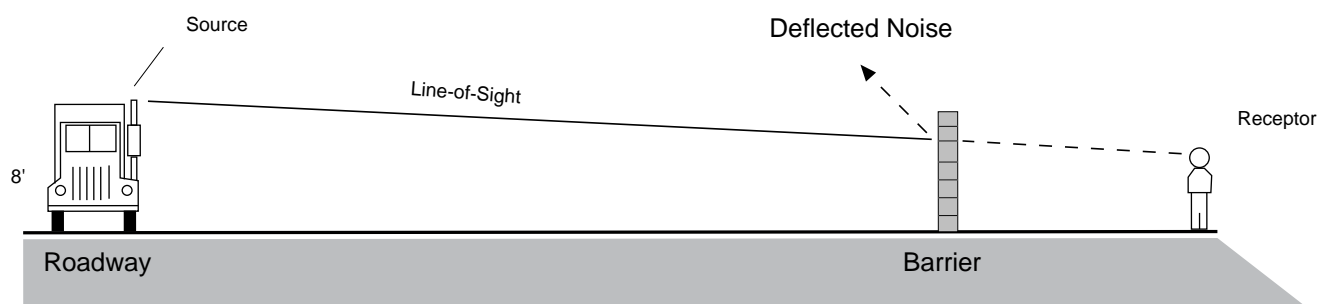
FIGURE 4.4-1

Common Noise Levels





"Barrier Effect" Resulting from Differences in Elevation.



"Barrier Effect" Resulting from Typical Soundwall.

SOURCE: Impact Sciences, Inc. – March 2011

FIGURE 4.4-2

Noise Attenuation by Barriers

When assessing community reaction to noise, there is a need for a scale that averages sound pressure levels over time and quantifies the result in terms of a single numerical descriptor. Several scales have been developed to address community noise levels.

Those that are applicable to this analysis are the Equivalent Noise Level ( $L_{eq}$ ) and the Community Noise Equivalent Level (CNEL).  $L_{eq}$  is the average A-weighted sound level measured over a given time interval.  $L_{eq}$  can be measured over any period, but is typically measured for 1-minute, 15-minute, 1-hour, or 24-hour periods. CNEL is another average A-weighted sound level measured over a 24-hour period. However, this noise scale is adjusted to account for individuals' increased sensitivity to noise levels during the evening and nighttime hours. A CNEL noise measurement is obtained after adding 5 decibels to sound levels occurring during the evening from 7:00 PM to 10:00 PM, and 10 decibels to sound levels occurring during the nighttime from 10:00 PM to 7:00 AM. The 5 and 10 decibel "penalties" are applied to account for increased noise sensitivity during the evening and nighttime hours. The logarithmic effect of adding these penalties to the 1-hour  $L_{eq}$  measurements typically results in a CNEL measurement that is within approximately 3.0 dB(A) of the peak-hour  $L_{eq}$ .<sup>5</sup>

## CHARACTERISTICS OF VIBRATION

Vibration is a unique form of noise. It is unique because its energy is carried through structures and the earth, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise, for example, the rattling of windows from truck pass-bys. This phenomenon is related to the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by man-made activities attenuates rapidly as distance from the source of the vibration increases. Vibration, which spreads through the ground rapidly, diminishes in amplitude with distance from the source. The ground motion caused by vibration is measured as particle velocity in inches per second and in the United States is referenced as vibration decibels (VdB).

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is barely perceptible. The range of interest is from approximately 50 VdB, which is the typically background

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<sup>5</sup> California Department of Transportation, *Technical Noise Supplement; A Technical Supplement to the Traffic Noise Analysis Protocol*, (Sacramento, California: October 1998), pp. N51-N54.

vibration velocity, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

**Figure 4.4-3, Typical Levels of Ground-Borne Vibration**, identifies typical groundborne vibration levels in VdB and human response to different levels of vibration.

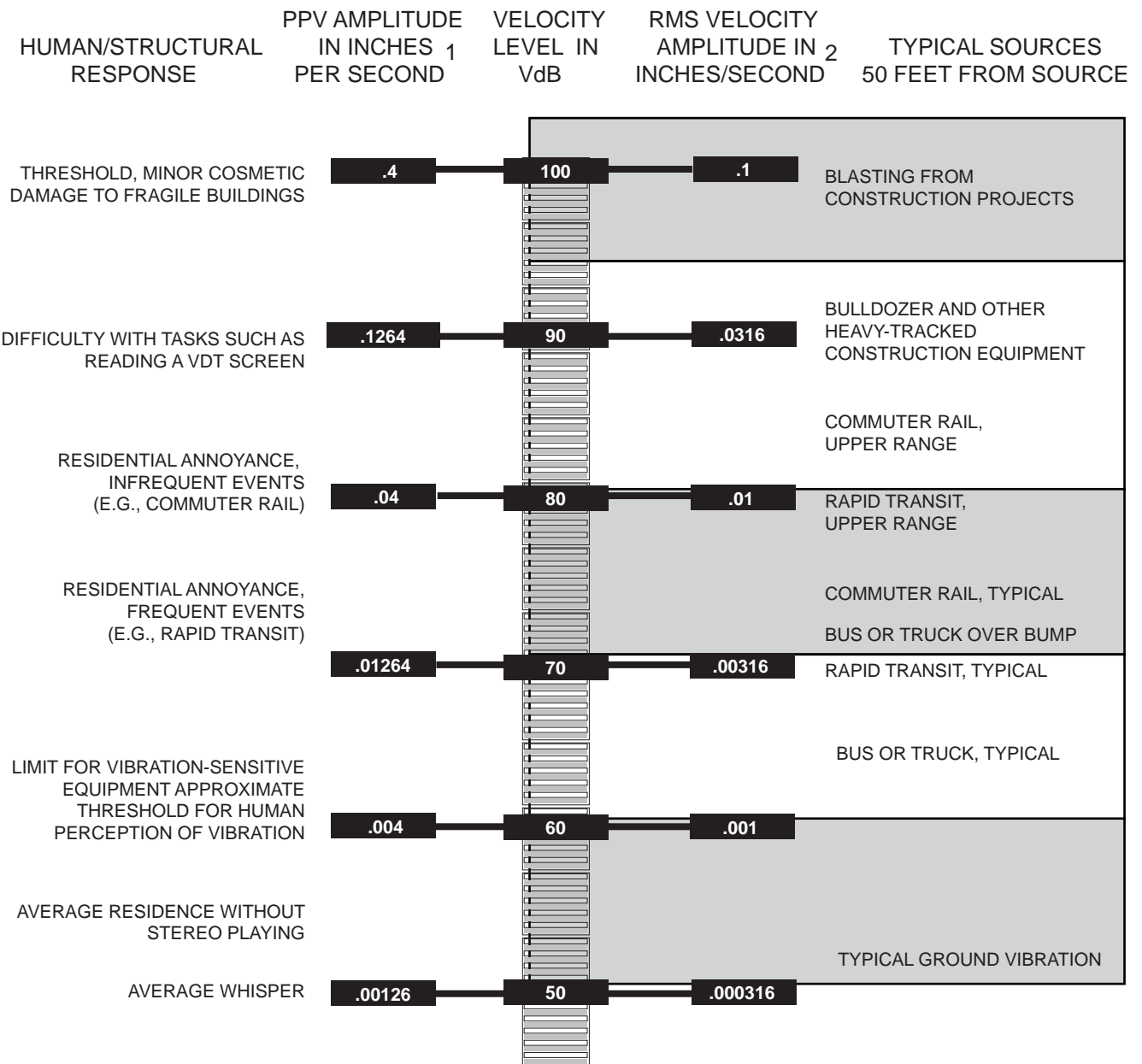
## ENVIRONMENTAL SETTING

### Roadway and Freeway Noise Sources

Roadway noise is the primary source of noise in the City of Thousand Oaks and the Specific Plan area. The Ventura Freeway (Highway 101) and State Route (SR) 23 carry by far the most traffic through the City and are consequently the major noise contributors within the City and the Specific Plan area. Highway 101 and SR-23 are both regional routes that provide access to the Specific Plan area within the City of Thousand Oaks. **Figure 4.4-4, Existing Freeway Noise Contours in Project**, shows the noise contours associated with Highway 101 and SR-23 throughout different portions of the Specific Plan area. The existing 65.0 dB(A) day/night average noise level ( $L_{dn}$ ) contour from Highway 101 extends approximately 1,100 feet onto the Specific Plan area, while the existing 65.0 dB(A)  $L_{dn}$  contour from SR-23 extends approximately 760 feet onto the Specific Plan area. The existing 60.0 dB(A)  $L_{dn}$  contour from Highway 101 extends approximately 2,450 feet onto the Specific Plan area, while the existing 60.0 dB(A)  $L_{dn}$  contour from SR-23 extends approximately 1,650 feet onto the Specific Plan area.<sup>6</sup> **Table 4.4-2, Existing (2010) Roadway Noise Levels within Specific Plan Area**, shows data relative to the existing roadway traffic noise for major street segments in the Project area. Existing roadway noise along Hillcrest Drive between North Moorpark Road and Hodencamp Road; Thousand Oaks Boulevard between Erbes Road and Skyline Drive; Hillcrest Drive between Conejo School Road and Duesenberg Drive; and, Hillcrest Drive between Skyline Drive and Westlake Boulevard currently exceed the 65.0 dB(A) exterior noise level threshold for residential uses. Existing roadway noise along Westlake Boulevard between the 101 Freeway and Thousand Oaks Boulevard, and Westlake Boulevard between Hillcrest Drive and Thousand Oaks Boulevard, currently exceed the 70.0 dB(A) exterior noise level threshold for commercial uses (70 dB(A) is “conditionally acceptable” for commercial uses, while 75 dB(A) is considered “normally unacceptable”).

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<sup>6</sup> City of Thousand Oaks, *Noise Element of the Thousand Oaks General Plan*, adopted May 16, 2000. Fig. 3.



<sup>1</sup> PPV is typically a factor 1.7 to 6 times greater than RMS vibration velocity. A factor of 4 was used to calculate noise levels.

<sup>2</sup> Vibration levels in terms of velocity levels are defined as:  $V = 20 \times \log_{10} (a/r)$   
V=velocity levels in decibels  
a=RMS velocity amplitude  
r=reference amplitude (accepted reference quantities for vibration velocity are  $1 \times 10^{-6}$  inches/second in the United States)

FIGURE 4.4-3

## Typical Levels of Ground-Bourne Vibration



## Stationary Noise Sources

Stationary noise sources of concern typically include generators, pumps, air compressors, outdoor speakers, motors, heavy equipment, and similar machinery. They are often associated with trucking companies, tire shops, auto mechanic shops, metal shops, shopping centers, drive-up windows, car washes, loading docks, athletic fields, and electric generating stations.

**Table 4.4-2**  
**Existing (2010) Roadway Noise Levels within Specific Plan Area**

| Roadway Segments  | Average Daily Trips (ADTs) | Land Uses                  | CNEL in dB(A) at 75-Foot from Roadway Centerline | Exceed Land Use Exterior Noise Levels? |
|---|----------------------------|----------------------------|--|--|
| North Moorpark Road - Between the 101 and TO Blvd.              | 33,759                     | Commercial                 | 68.3   | No                                     |
| North Moorpark Road - Between Hillcrest Dr. and TO Blvd         | 28,170                     | Commercial                 | 67.5   | No                                     |
| Hillcrest Drive - Between N. Moorpark Road and Hodencamp Rd     | 12,850                     | Commercial and Residential | 66.8   | Yes-Residential                        |
| Thousand Oaks Blvd - Between N. Moorpark Road and Hodencamp Rd. | 19,125                     | Commercial                 | 65.8   | No                                     |
| Boardwalk Ave - Between TO Blvd and Hillcrest Dr.               | 1,700                      | Commercial and Residential | 52.2   | No                                     |
| Hodencamp Rd - Between TO Blvd and Hillcrest Dr.                | 4,900                      | Commercial and Residential | 59.9   | No                                     |
| Hillcrest Drive - Between Hodencamp Rd and Rancho Rd.           | 11,190                     | Residential                | 63.5   | No                                     |
| TO Blvd - Between Hodencamp Rd and Rancho Rd.                   | 15,111                     | Commercial                 | 64.8   | No                                     |
| Rancho Rd. - Between Hillcrest Dr. and TO Blvd.                 | 8,603                      | Commercial and Residential | 62.3   | No                                     |
| Hillcrest Dr. - Between Rancho Rd and Erbes Rd                  | 10,820                     | Commercial and Residential | 63.3   | No                                     |
| TO Blvd - Between Rancho Rd and Erbes Rd                        | 26,776                     | Commercial and Industrial  | 67.3   | No                                     |
| Rancho Rd - Between 101 Freeway and TO Blvd                     | 19,675                     | Commercial                 | 65.9   | No                                     |
| Erbes Rd - Between TO Blvd and Hillcrest Dr.                    | 7,705                      | Commercial and Residential | 61.8   | No                                     |
| TO Blvd - Between Erbes Rd and Skyline Dr.                      | 20,402                     | Commercial                 | 66.1   | No                                     |

| Roadway Segments  | Average Daily Trips (ADTs) | Land Uses                             | CNEL in dB(A) at 75-Foot from Roadway Centerline | Exceed Land Use Exterior Noise Levels? |
|---|----------------------------|---------------------------------------|--|--|
| Conejo School Rd - Between Hillcrest Dr. and TO Blvd        | 4,824                      | Commercial and Residential            | 58.5   | No                                     |
| Hillcrest Dr. - Between Conejo School Rd and Duesenberg Dr. | 12,556                     | Commercial Residential and Industrial | 66.7   | Yes- Residential                       |
| Skyline Dr. - Between Hillcrest Dr. and TO Blvd             | 4,981                      | Commercial Residential and Industrial | 58.7   | No                                     |
| Hampshire Rd - Between 101 Freeway and TO Blvd              | 24,343                     | Residential and Commercial            | 66.8   | Yes-Residential                        |
| Duesenberg Dr. - Between Hillcrest Dr. and TO Blvd          | 6,963                      | Commercial and Residential            | 61.4   | No                                     |
| Hillcrest Dr. - Between Skyline Dr. and Westlake Blvd       | 8,650                      | Commercial Industrial and Residential | 65.1   | Yes-Residential                        |
| TO Blvd - Between Skyline Dr. and Westlake Blvd             | 19,613                     | Commercial                            | 65.9   | No                                     |
| Westlake Blvd - Between 101 Freeway and TO Blvd             | 40,225                     | Commercial                            | 71.8   | Yes                                    |
| Westlake Blvd - Between Hillcrest Dr. and TO Blvd           | 21,622                     | Commercial and Residential            | 70.3   | Yes                                    |

Existing commercial/industrial operations within the City of Thousand Oaks and within the Specific Plan area may result in stationary noise impacts when they are adjacent to noise sensitive land uses. Noise generation within an industrial or commercial facility is controlled indirectly by federal and state employee health and safety regulations (e.g., Occupational Safety and Health Administration (OSHA) and Cal/OSHA), but exterior noise emissions from such operations nevertheless have the potential to exceed locally acceptable standards and nearby noise-sensitive uses.

Typical existing stationary noise sources within the Specific Plan area include loading dock operations, parking lot activity, on-site equipment including heating and air conditioning units, heavy trucks idling, tire shop operations, and auto mechanic shop operations. Currently, potential stationary noise impacts in the Specific Plan area are most common near the following locations:

- The Thousand Oaks Boulevard Corridor. Specifically along the northern and southern portion of Thousand Oaks Boulevard, auto mechanic shop operations exist along with mechanical equipment on various buildings along both sides of the corridor. Additionally, parking lots along the Thousand Oaks Boulevard corridor contribute to area existing noise levels.

- Los Feliz Drive between Duesenberg Drive and North Skyline Drive. This area has many commercial uses such as auto mechanic shops, tire shops and areas where heavy trucks are loading and unloading equipment. Parking lots are located in this area and generate additional existing noise levels within the Project site area.

## REGULATORY FRAMEWORK

### Federal Regulations

#### *Department of Housing and Urban Development*

The U.S. Department of Housing and Urban Development (HUD) has set a goal of 65 A-weighted decibels (dB(A))  $L_{dn}$  (a 24-hour noise measurement equivalent to CNEL [CNEL refers to Community Noise Equivalent Level measurements that are a weighted average of sound levels gathered over a 24-hour period] as a desirable maximum exterior for residential units developed under HUD funding. While HUD does not specify interior noise levels, construction of residential dwellings constructed under Title 24 standards typically provide in excess of 20 dB(A) of attenuation with the windows closed. Based on this premise, the interior  $L_{dn}$  should not exceed 45 dB(A)  $L_{dn}$ .<sup>7</sup>

#### *Federal Transit Administration*

The Federal Transit Administration has published guidelines for assessing the impact of groundborne vibration associated with construction activities; the guidelines have been applied by other jurisdictions to other types of projects. The Federal Transit Administration measure of the threshold of architectural damage for conventional sensitive structures (e.g., residential units) is 0.2 inches per second peak particle velocity (in/sec PPV).<sup>8</sup> The vibration threshold of perception is 0.01 in/sec PPV.

### State Regulations

#### *California Code of Regulations*

The California Noise Insulation Standards of 1988<sup>9</sup> require that interior noise levels from exterior sources be reduced to 45.0 dB(A) or less in any habitable room of multi-family residential use facility (e.g., hotels, motels, dormitories, long-term care facilities, and apartment houses and other dwellings, except detached single-family dwellings) with doors and windows closed. Measurements are based on  $L_{dn}$  or CNEL.

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<sup>7</sup> US Code of Federal Regulations, Title 24, Part 51, Housing and Urban Development, Environmental Criteria and Standards, revised April 1, 2004.

<sup>8</sup> US Department of Transportation, Federal Administration, Office of Planning and Environment, *Transit and Vibration Impact Assessment*, FTA-VA-90-1003-06, May 2006.

<sup>9</sup> California Code of Regulations Title 24, Section 3501 et seq.



Where exterior noise levels exceed 60.0 dB(A)  $L_{dn}$  CNEL, an acoustical analysis is required to show that the proposed construction will reduce interior noise levels to 45.0 dB(A)  $L_{dn}$  CNEL.

### *California Department of Health Services*

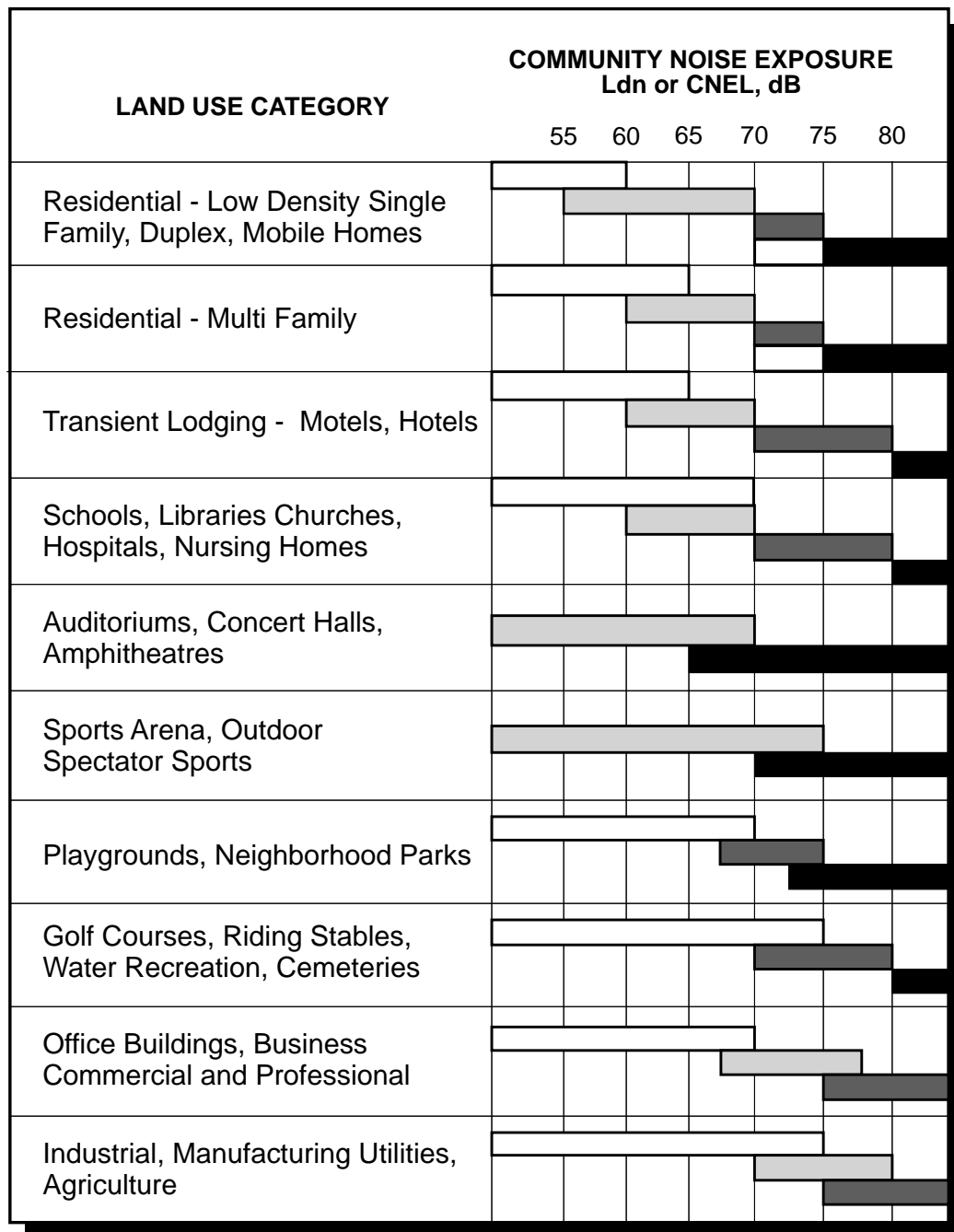
The State of California Department of Health Services, Environmental Health Division, has published *Guidelines for Noise and Land Use Compatibility* (the *State Guidelines*).<sup>10</sup> The *State Guidelines*, illustrated in **Figure 4.4-5, State Land Use Compatibility Guidelines for Noise**, indicates that residential land uses and other noise-sensitive receptors generally should locate in areas where outdoor ambient noise levels do not exceed 65.0 to 70.0 dB(A) (CNEL or  $L_{dn}$ ). The Department of Health Service does not mandate application of this compatibility matrix to development projects; however, each jurisdiction is required to consider the *State Guidelines* when developing its general plan noise element and when determining acceptable noise levels within its community. The State Department of Housing and Community Development does require, however, that new multi-family units not be exposed to outdoor ambient noise levels in excess of 65.0 dB(A) (CNEL or  $L_{dn}$ ), and that, if necessary sufficient noise insulation be provided to reduce interior ambient levels to 45.0 dB(A)  $L_{dn}$ /CNEL. The U.S. Environmental Protection Agency (U.S. EPA) identified a maximum indoor noise level of 45.0 dB(A) as necessary to protect against sleep interference. Assuming a conservative structural noise insulation of 20.0 dB(A) for typical dwellings, 45.0 dB(A) corresponds to an outdoor CNEL of 65.0 dB(A) as minimizing sleep interference.

Under the *State Guidelines*, an exterior noise level of 70.0 dB(A)  $L_{dn}$ /CNEL is typically the dividing line between an acceptable and unacceptable exterior noise environment for all noise-sensitive uses, including schools, libraries, places of worship, hospitals, day care centers, and nursing homes of conventional construction. Noise levels below 75.0 dB(A)  $L_{dn}$ /CNEL are typically acceptable for office and commercial buildings, while levels up to 80.0 dB(A)  $L_{dn}$ /CNEL are typically acceptable for industrial uses. In unacceptable interior noise environments, additional noise insulation features, such as extra batting or resilient channels<sup>11</sup> in exterior walls, double-paned windows, air conditioners to enable occupants to keep their windows closed without compromising their comfort, solid wood doors, and noise baffles on exterior vents, are typically needed to provide acceptable interior noise levels.

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<sup>10</sup> These guidelines are also published in *State of California General Plan Guidelines*, Appendix C: Guidelines for the Preparation and Content of the Noise Element of the General Plan (Sacramento, California: Governor's Office of Planning and Research, October 2003).

<sup>11</sup> A resilient channel is a pre-formed section of sheet metal approximately 0.5 inch deep by 2.5 inches wide by 12 inches long that is installed between wallboard panels and framing to reduce sound transmission through walls. By preventing the wallboard from lying against the studs, the channel inhibits the transmission of sound through the framing.



- NORMALLY ACCEPTABLE**  
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
- CONDITIONALLY ACCEPTABLE**  
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
- NORMALLY UNACCEPTABLE**  
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise reduction features included in the design.
- CLEARLY UNACCEPTABLE**  
New construction or development should generally not be undertaken.

**SOURCE:** California Governor's Office of Planning and Research, State of California General Plan Guidelines, Appendix C: Guidelines for the Preparation and Content of Noise Elements of the General Plan, October 2003.

FIGURE 4.4-5

The best type of noise insulation is based on detailed analyses that identify all practical noise insulation features and that confirm their effectiveness.

## Local Regulations

### *Thousand Oaks General Plan*

Through the *Noise Element of the Thousand Oaks General Plan*, the City has adopted goals, policies, objectives, and the Quiet City Program to address noise levels throughout the community. The noise element has adopted noise standards for land uses in Thousand Oaks which are depicted on **Figure 4.4-6, Thousand Oaks Land Use Compatibility Guidelines for Noise**. The standards used in the City of Thousand Oaks are based closely on the recommended standards of acceptability included in the California Health Department Office of Noise Control's guidelines for noise elements. The term "noise sensitive land uses" is used in the Thousand Oaks General Plan Noise Element to refer to land uses that are particularly sensitive to noise at levels commonly found in the urban environment. Within the Noise Element, the term "noise-sensitive land use" is considered to include all uses as shown on **Figure 4.4-6** for which the "normally unacceptable" impact category begins at a noise level of 70.0 dB(A) CNEL or less. This category includes all residential uses, schools, hospitals, churches, outdoor spectator sports facilities, performing arts facilities, and hotels and motels. Adopted standards established in the 1987 Noise Element of the Thousand Oaks General Plan have been modified in the following ways:

- The ambiguity caused by the overlap between the category of "normally acceptable" and "conditionally acceptable" in the 1987 Noise Element has been eliminated. A specific noise level above which the noise environment is considered "normally unacceptable" has been established for most land uses, and the "clearly acceptable" category was added to include those noise levels below which the noise environment would normally be considered to present no problems for the specified land uses.
- The noise level considered "normally unacceptable" for residential development has been reduced to 65.0 dB(A) CNEL for all categories of residential land use. The previous Noise Element considered 70.0 dB(A) CNEL to be the threshold of the "normally unacceptable" area for residential land uses.

These new standards are intended to be used for land use planning at the citywide, specific plan, or project planning level. They indicate the sensitivity of land uses to the overall noise environment from all sources, which is typically dominated by urban transportation noise sources. These standards have limited applicability to noise problems that result from individual noise events or individual noise sources on adjacent properties such as amplified sound, mechanical equipment, dogs barking, or other common community noise sources.

The City has also developed more specific thresholds of significance where the ambient noise is at or above certain levels. **Table 4.4-3, Thresholds of Significance for Noise Impact**, identifies noise impacts associated with project related noise level increases. Projects within the Specific Plan area that exceed these noise impact thresholds would be required to perform an acoustical analysis to demonstrate that the project could achieve the City's indoor threshold of 45 dB(A).

**Table 4.4-3**  
**Thresholds of Significance for Noise Impact**

| <b>If the annual average noise level with the proposed project, cumulative projects, and General Plan buildout in an area currently used for or designated in the General Plan for a noise-sensitive land use<sup>1</sup> is expected to be:</b> | <b>A significant project or cumulative impact may result if the change in annual average noise levels from existing conditions due to all sources in an area currently used for or designated in the General Plan for a noise-sensitive land use<sup>1</sup> is:</b> | <b>The project alone may be considered to make a substantial contribution to significant cumulative impact if the change in annual average noise level due to the project is:</b> |
|--|--|---|
| Less than 55 dB CNEL   | Not significant for any change in noise level  | Not significant for any change in noise level   |
| 55–60 dB CNEL  | Equal to or greater than 3.0 decibels  | Equal to or greater than 1.0 decibels   |
| 60–70 dB CNEL  | Equal to or greater than 1.5 decibels  | Equal to or greater than 0.5 decibels   |
| Greater than 70 dB CNEL  | Equal to or greater than 1.0 decibels  | Equal to or greater than 0.5 decibels   |

Source: City of Thousand Oak General Plan Noise Element, Table 9

<sup>1</sup> A noise-sensitive land use is a use for which the lower limit of the noise level considered "normally unacceptable" for development because of noise impact is 70 dB CNEL or lower. In identifying land use areas, areas which are undevelopable for noise-sensitive uses because of slope, development restriction, easement, etc., or which are used for non-noise-sensitive components of a multiple-use or mixed-use project, should not be considered noise-sensitive.

Because the standards are based on a single number that is intended to represent all aspects of the noise environment, they may also need to be supplemented by special studies or special standards in unusual or unique situations. Such special studies or standards are appropriate where the noise environment includes unique conditions such as impact noise, noise with a high percentage of pure tones, noise that occurs only or primarily at night, amplified sound including music and voice, or alarms and sirens.

The Noise Element also provides limitations to reduce noise levels during public construction projects. A construction noise level at adjacent properties to the construction activity is not defined; however, the City currently limits construction to the hours between 7:00 AM and 7:00 PM, Monday through Saturday.


| Land Use Category  | Community Noise Equivalent Level (CNEL) or Day-Night Level (Ldn), dB |    |    |    |    |    |
|--|--|----|----|----|----|----|
|  | 55   | 60 | 65 | 70 | 75 | 80 |
| Residential- Low-Density Single-Family, Duplex, Mobile Homes |  |    |    |    |    |    |
| Residential- Multi-Family                                    |  |    |    |    |    |    |
| Commercial- Motels, Hotels, Transient Lodging                |  |    |    |    |    |    |
| Schools, Libraries, Churches, Hospitals, Nursing Homes       |  |    |    |    |    |    |
| Amphitheaters, Concert Hall, Auditorium, Meeting Hall        |  |    |    |    |    |    |
| Sports Arenas, Outdoor Spectator Sports                      |  |    |    |    |    |    |
| Playgrounds, Neighborhood Parks                              |  |    |    |    |    |    |
| Golf Courses, Riding Stables, Water Rec., Cemeteries         |  |    |    |    |    |    |
| Office Buildings, Business, Commercial and Professional      |  |    |    |    |    |    |
| Industrial, Manufacturing Utilities, Agriculture             |  |    |    |    |    |    |

 **Clearly Acceptable**

The noise environment is suitable for this use.

 **Normally Acceptable**

Noise may be considered a problem by some people, but normal building construction will usually provide adequate protection of interior spaces.

 **Conditionally Acceptable**

New construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in design. Conventional construction, but with closed windows and fresh air supply or air conditioning, will normally suffice.

 **Normally Unacceptable**

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in design.

 **Clearly Unacceptable**

New construction or development should generally not be undertaken.

**All categories:** These guidelines assume typical urban noise environments and typical activities associated with these land uses. For unique noise-sensitive activities, unusual noise conditions, or for individuals unusually sensitive to noise, special conditions may apply at any average noise level.

**Nature of the noise environment where the CNEL or Ldn level is:**

**Below 55 dB**  
Relatively quiet suburban or urban areas, no arterial streets within 1 block, no freeways within 1/4 mile.

**55-65 dB**  
Most somewhat noisy urban areas, near but not directly adjacent to high volumes of traffic.

**65-75 dB**  
Very noisy urban areas near arterials, freeways or airports.

**75+ dB**  
Extremely noisy urban areas adjacent to freeways or under airport traffic patterns. Hearing damage with constant exposure outdoors.

The Community Noise Equivalent Level (CNEL) and Day-Night Noise Level (Ldn) are measures of the 24-hour noise environment. They represent the constant A-weighted noise level that would be measured if all the sound energy received over the day were averaged. In order to account for the greater sensitivity of people to noise at night, the CNEL weighting includes a 5-decibel penalty on noise between 7:00 p.m. and 10:00 p.m. and a 10-decibel penalty on noise between 10:00 p.m. and 7:00 a.m. of the next day. The Ldn includes only the 10-decibel weighting for late-night noise events. For practical purposes, the two measures are equivalent for typical urban noise environments.

Source: Cotton/Beland/Associates, based on State of California and U.S. Department of Housing and Urban Development standards and guidelines and U.S. Environmental Protection Agency, *Report on Levels of Environmental Noise Requisite to Protect the Public Health and Welfare with an Adequate Margin of Safety*, 1974.

SOURCE: City of Thousand Oaks - Noise Element of the Thousand Oaks General Plan, May 2000

FIGURE 4.4-6

Thousand Oaks Land Use Compatibility Guidelines for Noise

No construction is permitted on Sunday. In addition, no congregation of trucks or construction-related vehicles or construction workers is allowed before 7:00 AM at the project site or in nearby residential areas.

The Noise Element of the Thousand Oaks General Plan also contains the following goals and policies that are relevant to noise within the Specific Plan area:

**Goal N-1**                      Achieve and maintain an environment in which noise-sensitive uses are not disturbed by noise that exceeds exposure guidelines established in this Noise Element.

**Policy N1-1**                      **Land Use Compatibility for Noise.** In establishing the pattern of land uses and setting standards for development within land use categories, the City will consider the need to minimize the potential for conflicts between noise-sensitive land uses and activities that are normally expected to generate noise.

**Policy N1-2**                      **Reduction of Existing Noise Conflicts at the Source.** Recognizing that reduction is normally the most efficient strategy for reducing noise conflicts, and results in the greatest benefit in reducing overall noise exposure, the City will emphasize reducing noise levels at the source as the primary or preferred strategy for reducing potential conflicts.

**Policy N1-3**                      **Reduction of Existing Noise Conflicts by Other Means.** Where it is not the most feasible measure to reduce noise conflicts at the source, the City will work to provide other protection for noise-sensitive land uses in areas exposed to noise that exceeds or is expected to exceed the noise guidelines for noise-sensitive land uses adopted in the Noise Element.

**Policy N1-4**                      **Prevention of Future Noise Conflicts.** The City will strive to avoid future noise conflicts between land uses and noise sources or activities that would exceed the noise guidelines for noise-sensitive land uses adopted in this Noise Element.

**Policy N1-5**

**Regulation of Nuisance Noise Sources.** The City will maintain and actively enforce a noise ordinance which addresses the problems that may result from time to time from people's activities, use of mechanical equipment, amplified sound, and other sources of potential noise conflicts between uses of property in the City. In regulating such noise sources, the City may consider such factors as noise level, frequency distribution of sound, duration, and number of noise events, tonal content, information content such as music or human speech, time of day, and any other appropriate factors found to relate to human annoyance or interference with human activities.

**Policy N1-6**

**Monitoring of the Noise Environment.** The City will regularly evaluate the noise environment to ensure that the objective of minimizing and reducing noise conflicts is being achieved. As a general guideline, a comprehensive review of community noise levels may be conducted approximately every 10 years.

**Goal N-2**

Preserve quiet and diminish existing noise levels in areas of noise-sensitive uses to the extent reasonable and feasible while permitting development in accordance with the Land Use and Circulation Elements of the General Plan.

**Policy N-2.1**

**Consider Impact of Noise Increase in Quiet Areas.** In evaluating projects for significant adverse environmental effects under the California Environmental Quality Act, the City will consider substantial increases in community noise level to be a potentially significant effect even if these increases do not result in a violation of the City's guidelines for normally acceptable noise levels for noise-sensitive land uses.

***Thousand Oaks Municipal Code***

The City of Thousand Oaks Municipal Code<sup>12</sup> has issued standards in regard to noise from radios, television sets and similar devices; powered equipment in residential areas; loud, unnecessary, and unusual noise; noise from emergency activities; and, noise from loud parties or assemblages. The

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<sup>12</sup> City of Thousand Oaks Municipal Code, Title 5 Public Welfare, Morals and Conduct, Chapter 21 Noise, Sections 5-21.01 through 5.21-05.

Thousand Oaks Municipal Code does not have standards for construction noise, roadway, and freeway noise or noise point sources.

## ENVIRONMENTAL IMPACTS

### Thresholds of Significance

The following thresholds for determining the significance of impacts related to noise are contained in the environmental checklist form contained in Appendix G of the most recent update of the California Environmental Quality Act (CEQA) Guidelines. A significant impact would occur with full implementation of the proposed Specific Plan if it would result in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, exposure of people residing or working in the project area to excessive noise levels; or
- For a project within the vicinity of a private airstrip, exposure of people residing or working in the project area to excessive noise levels.

The *State CEQA Guidelines* do not identify what constitutes a substantial increase in ambient noise. Moreover, the *State CEQA Guidelines* do not provide an impact threshold for potential noise impacts. Consequently, the following thresholds of significance were developed for this noise analysis, based on the City's Noise Element discussed previously in this section and thresholds used in previous prepared EIRs within the City of Thousand Oaks. New development that generates noise that raises the ambient noise levels above 65.0 dB(A) CNEL for exterior residential uses and 45.0 dB(A) for interior residential uses within the City of Thousand Oaks would be considered normally unacceptable and constitute a significant impact. New development that generates noise that raises the exterior ambient noise levels above 70.0 dB(A) CNEL at all other land use types within the City of Thousand Oaks would be considered normally unacceptable and constitute a significant impact. As noted above, the City has also developed more specific thresholds of significance where the ambient noise is at or above certain levels.



**Table 4.4-3** identifies noise impacts associated with project related noise level increases. In addition, an impact is considered significant if Project implementation would cause the ambient noise level to increase by more than 3.0 dB(A) at all sensitive receptors and along all studied roadways, which represents the minimum change that is audible to most human receptors.

## Methodology

A combination of use of existing literature and general application of accepted noise thresholds was used to determine the impact of ambient noise levels resulting from and on development within the Specific Plan area. Short-term and long-term impacts associated with transportation and non-transportation noise sources were qualitatively assessed based on potential increases in ambient noise levels anticipated to occur at noise-sensitive land uses. Traffic noise levels along major area roadways were estimated using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction model (FHWA-RD-77-108.) Input data used in the model included average-daily traffic volumes, day/night percentages of automobiles and medium and heavy trucks, vehicle speeds, ground attenuation factors, roadway widths, and ground elevation data. Traffic volumes were derived from the traffic analysis prepared for this project.

## Impact Analysis

|                   |   |
|-------------------|---|
| <b>Threshold:</b> | <b>Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.</b> |
|-------------------|---|

**Impact 4.4-1 Roadway vehicle traffic noise generated by the increase in traffic generated by future development that may result from the adoption of the proposed Specific Plan could result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. However, implementation of proposed mitigation would ensure that implementation of the proposed Specific Plan would not result in adverse noise effects from area roadways. (Class II)**

## Roadway Noise

Vehicular noise could potentially affect noise sensitive land uses within the Specific Plan area, as well as sensitive uses located along the roadway system, due to the increased contribution of vehicles from the proposed Project. The Federal Highway Administration Noise Prediction Model (FHWA-RD-77-108) was used to calculate roadway noise based on the distribution of traffic volumes identified in the traffic impact analysis for the proposed Specific Plan, prepared by RFB Consulting. Noise generated by traffic

volumes with and without the projected increase in traffic along roadway segments was calculated. Model results are shown in **Table 4.4-4, Project Roadway Noise Levels**. Noise level changes were evaluated based on the City's noise thresholds contained in **Table 4.4-3**.

**Table 4.4-4  
Project Roadway Noise Levels**

| <b>Roadway Segments</b>   | <b>Existing Conditions<br/>(dB(A) CNEL</b> | <b>Existing Plus<br/>Proposed<br/>Project<br/>Conditions<br/>(dB(A)) CNEL</b> | <b>Noise Level<br/>Change<br/>(dB(A)) CNEL</b> | <b>Significant<br/>Impact?</b> |
|---|--|---|--|--------------------------------|
| North Moorpark Road - Between the 101 and TO Blvd.              | 68.3                                       | 69.0  | 0.7  | No                             |
| North Moorpark Road - Between Hillcrest Dr. and TO Blvd         | 67.5                                       | 68.2  | 0.7  | No                             |
| Hillcrest Drive - Between N. Moorpark Road and Hodencamp Rd     | 66.8                                       | 67.2  | 0.4  | No                             |
| Thousand Oaks Blvd - Between N. Moorpark Road and Hodencamp Rd. | 65.8                                       | 68.2  | 2.4  | Yes                            |
| Boardwalk Ave - Between TO Blvd and Hillcrest Dr.               | 52.2                                       | 52.8  | 0.6  | No                             |
| Hodencamp Rd - Between TO Blvd and Hillcrest Dr.                | 59.9                                       | 59.9  | 0.0  | No                             |
| Hillcrest Drive - Between Hodencamp Rd and Rancho Rd.           | 63.5                                       | 63.8  | 0.3  | No                             |
| TO Blvd - Between Hodencamp Rd and Rancho Rd.                   | 64.8                                       | 67.8  | 3.0  | Yes                            |
| Rancho Rd. - Between Hillcrest Dr. and TO Blvd.                 | 62.3                                       | 63.5  | 1.2  | No                             |
| Hillcrest Dr. - Between Rancho Rd and Erbes Rd                  | 63.3                                       | 63.7  | 0.4  | No                             |
| TO Blvd - Between Rancho Rd and Erbes Rd                        | 67.3                                       | 69.3  | 2.0  | Yes                            |
| Rancho Rd - Between 101 Freeway and TO Blvd                     | 65.9                                       | 68.1  | 2.2  | Yes                            |
| Erbes Rd - Between TO Blvd and Hillcrest Dr.                    | 61.8                                       | 63.7  | 1.9  | Yes                            |
| TO Blvd - Between Erbes Rd and Skyline Dr.                      | 66.1                                       | 68.7  |  | Yes                            |
| Conejo School Rd - Between Hillcrest Dr. and TO Blvd            | 58.5                                       | 59.5  | 1.0  | No                             |
| Hillcrest Dr. - Between Conejo School Rd and Duesenberg St      | 66.7                                       | 66.9  | 0.2  | No                             |
| Skyline Dr. - Between Hillcrest Dr. and TO Blvd                 | 58.7                                       | 59.0  | 0.3  | No                             |

| Roadway Segments                                      | Existing Conditions<br>(dB(A) CNEL | Existing Plus<br>Proposed<br>Project<br>Conditions<br>(dB(A)) CNEL | Noise Level<br>Change<br>(dB(A)) CNEL | Significant<br>Impact? |
|---|------------------------------------|--|---------------------------------------|------------------------|
| Hampshire Rd - Between 101 Freeway and TO Blvd        | 66.8                               | 68.1   | 1.3                                   | No                     |
| Duesenberg St - Between Hillcrest Dr. and TO Blvd     | 61.4                               | 61.7   | 0.3                                   | No                     |
| Hillcrest Dr. - Between Skyline Dr. and Westlake Blvd | 65.1                               | 65.3   | 0.2                                   | No                     |
| TO Blvd - Between Skyline Dr. and Westlake Blvd       | 65.9                               | 68.0   | 2.1                                   | Yes                    |
| Westlake Blvd - Between 101 Freeway and TO Blvd       | 71.8                               | 71.8   | 0.0                                   | No                     |
| Westlake Blvd - Between Hillcrest Dr. and TO Blvd     | 70.3                               | 70.3   | 0.0                                   | No                     |

Notes: Modeling calculations and results are presented in **Appendix 4.4**.

As shown, noise increases resulting from the projected increase in traffic volumes range from 0.0 to 3.0 dB(A). The majority of these noise level increases would neither be audible (less than 3.0 dB(A)) nor exceed the City of Thousand Oaks exterior residential noise level threshold of 65.0 dB(A) or exterior commercial noise level thresholds of 70.0 dB(A)  $L_{dn}$  thus resulting in less than significant impacts. The only potential exception identified is on the portion of Thousand Oaks Boulevard between Hodencamp Road and Rancho Road. Noise level increase along this roadway would be considered significant based solely on an increase of 3.0 dB(A) or greater. However, this increase would occur over an approximately 20-year period and would be incremental due to the duration of the increase and may never reach this level. For these reasons, this impact is considered to be less than significant.

Westlake Boulevard between the 101 Freeway and Thousand Oaks Boulevard and Westlake Boulevard between Hillcrest Drive and Thousand Oaks Boulevard would continue to be exposed to noise levels that exceed the 70.0 dB(A) exterior noise level threshold for commercial uses. Additionally, Hillcrest Drive between North Moorpark Road and Hodencamp Road; Thousand Oaks Boulevard between Erbes Road and Hillcrest Drive; Hillcrest Drive between Conejo School Road and Duesenberg Street; Hampshire Road between the 101 Freeway and Thousand Oaks Boulevard; and, Hillcrest Drive between Skyline Drive and Westlake Boulevard would continue to have residential land uses that would be exposed to exterior noise level that exceed the 65.0 dB(A) threshold. Further, based on the City's thresholds contained in **Table 4.3-3**, Thousand Oaks Blvd. between N. Moorpark Rd. and Hodencamp Rd.; Thousand Oaks Blvd. Between Hodencamp Rd. and Rancho Rd.; Thousand Oaks Blvd between Rancho

Rd. and Erbes Rd.; Rancho Rd. between 101 Freeway and Thousand Oaks Blvd.; Erbes Rd. between Thousand Oaks Blvd and Hillcrest Dr.; Thousand Oaks Blvd between Erbes Rd. and Skyline Dr.; and Thousand Oaks Blvd between Skyline Dr. and Westlake Blvd. could result in significant project or cumulative impacts because they contribute over 1.5 dB in areas where the ambient noise level is between 60–70 CNEL. These roadway segments currently expose commercial and residential land uses to noise levels that exceed City exterior thresholds and implementation of the Specific Plan would only incrementally increase these noise levels over a 20-year period. This impact is considered potentially significant.

### ***Freeway Noise***

The proposed Specific Plan area is adjacent to the Highway 101 corridor and is bisected by SR-23. **Figure 4.4-7 Future Freeway Noise Level Contours** shows the estimated future noise level contours from Highway 101 and SR-23 within the boundaries of the proposed Specific Plan. As indicated the 65.0 dB(A) future noise level contour from Highway 101 would extend an estimated 1,400 feet into the Specific Plan area and the 60.0 dB(A) contour from Highway 101 would extend an estimated 3,000 feet into the proposed Specific Plan area. The 65.0 dB(A) future noise level contour from SR-23 would extend an estimated 850 feet into the Specific Plan area and the 60.0 dB(A) contour would extend an estimated 1,800 feet into the Specific Plan area.

According to the Thousand Oaks General Plan Noise Element the future noise level contours along Highway 101 and SR-23 do not consider in detail the effect of noise barriers and terrain or the barrier effect of other buildings on the developed highway noise contours. It does provide an indication of the extent of potential noise impacts of traffic for a site within the Specific Plan area with direct line-of-sight exposure to a substantial segment of Highway 101 or SR-23. The actual noise levels at specific locations within the Specific Plan area would depend on variations in topography, and the presence of barrier walls and buildings between Highway 101 and SR-23 and the measurement point within the Specific Plan area. **Figure 4.4-8 Existing Freeway Attenuation Barriers** show the existing Highway 101 and SR-23 barriers that would shield land uses within the Specific Plan area.

**Figure 4.4-8** indicates where existing sound walls and terrain barriers exist along Highway 101 and SR-23. These sound walls and terrain barriers provide a minimum 5.0 dB(A) and often 10.0 dB(A) or more reduction in freeway noise levels within the Specific Plan area. The sound wall located on the westbound side of Highway 101 just east of the Hampshire Road exit was implemented to protect existing residential units just north of the sound wall. The sound walls located on the northbound and southbound side of SR-23, just north of the Highway 101/SR-23 interchange was implemented and completed through the

Caltrans and FHWA sponsored *Widening Project on State Route 23 in Ventura County*.<sup>13</sup> These sound walls were developed to protect existing and future residential units from excessive noise generated by vehicles on SR-23. Residential and other land use development that would be developed under the proposed Specific Plan would not be exposed to noise levels generated by vehicle traffic on Highway 101 and SR-23, which exceeds the exterior 65.0 dB(A) residential noise level threshold.

### ***Mitigation Measures***

**MM 4.4-1** For noise sensitive projects proposed in areas which exceed City thresholds, an acoustic analysis must be prepared which demonstrates compliance with the City's indoor noise threshold of 45 dB(A) CNEL.

### ***Residual Impacts***

Impacts would be reduced to a less than significant level. (Class II)

**Impact 4.4-2** Stationary noise sources associated with future development that may result from the adoption of the proposed Specific Plan could result in noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. However, implementation of proposed mitigation would ensure that implementation of the proposed Specific Plan would not result in adverse stationary noise effects. (Class II)

## **Stationary/Point Source Noise**

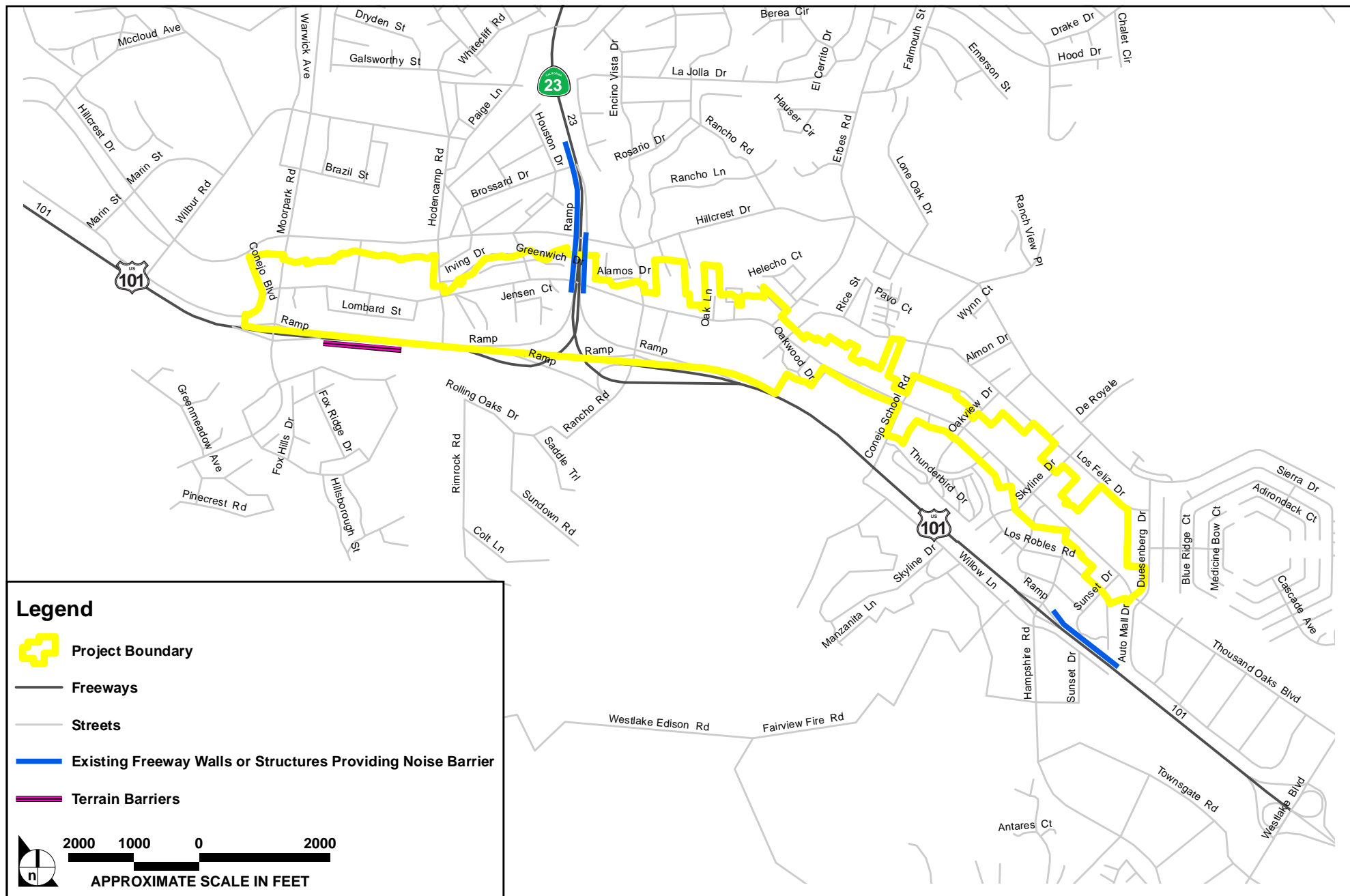
### ***Parking Lots***

New development within the Specific Plan area would introduce parking lots associated with commercial retail, commercial office and restaurant uses and potentially locate new sensitive uses near existing parking lot areas. In general, noise associated with surface parking lots and above-grade/below-grade parking structures is not of sufficient volume to exceed community standards based on the time-weighted CNEL scale. Surface parking lots and parking structures can be a source of annoyance due to automobile engine startups and acceleration, and the activation of car alarms. Existing and proposed

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<sup>13</sup> Caltrans and U.S. Department of Transportation Federal Highway Administration, Negative Declaration/Finding of No Significant Impact, *Widening Project On State Route 23 in Ventura County Ven-023-KP 3.3/16.1 EA 115450, SCH NO. 99081070*, October 2000.





SOURCE: City of Thousand Oaks, Impact Sciences, Inc. – March 2011

FIGURE 4.4-8

## Existing Freeway Attenuation Barriers

residential land uses within the Specific Plan area would be the most sensitive receptors and would thus represent the worst-case impact associated with the parking areas. Parking areas can generate  $L_{eq}$  noise levels of between 49.0 dB(A)  $L_{eq}$  (tire squeals) to 74.0 dB(A)  $L_{eq}$  (car alarms) at 50 feet. Single noise events could be an annoyance to both existing and proposed residential or any other sensitive land uses within the Specific Plan area and may exceed the thresholds for stationary sources. Consequently, impacts are considered to be potentially significant.

### ***Loading Docks***

External truck loading and unloading docks associated with commercial development within the Specific Plan area would be potential stationary noise sources. These sources would primarily be associated with the introduction of new commercial retail, commercial office, and restaurant uses, and the potential locating of new sensitive uses near existing loading dock operational areas. Operations at loading docks typically result in noise levels of 64.0 to 66.0 dB(A) at 75 feet. The noise from loading docks would likely not cause an increase in long-term average noise of more than 3.0 dB(A) on the time-weighted  $L_{dn}$  scale, and would not be significant from that perspective. However, single noise events could be an annoyance to both existing and proposed residential uses in the proposed Specific Plan area or any other sensitive land uses within the Specific Plan area and may exceed the thresholds for stationary sources. For these reasons, impacts are considered to be potentially significant.

### ***Electrical and Mechanical Equipment***

New commercial retail, commercial office, restaurant, and multi-family residential uses that could be developed pursuant to the proposed Specific Plan could introduce various stationary noise sources, including electrical and mechanical air conditioning, most of which would be located on rooftops. Existing and proposed as well as other sensitive land uses within the proposed Specific Plan area may potentially be affected by the introduction of such equipment. Typically, equipment noise sources produce noise levels of approximately 56.0 dB(A) at 50 feet. While noise levels may be annoying within a quiet environment, it is very likely that existing daytime ambient noise levels within the Specific Plan area and surrounding areas would substantially mask these on-site sources. Nevertheless, the possibility exists that commercial retail, commercial office, and restaurant uses may be sited near existing and proposed multi-family residential uses as well as other sensitive uses within the Specific Plan area, thus noise levels could exceed the thresholds for stationary sources. These impacts are considered to be potentially significant.



### ***On-Site and Off-Site Residential Uses***

Two elder care facilities, a 57-unit senior apartment project, and 18 single-family residential units currently exist within the boundaries of the Specific Plan area. Residential uses also currently exist around the boundaries of the proposed Project site. Development standards contained in the proposed Specific Plan would allow for the development of up to 375 multi-family residential units. Existing and future residents of the Specific Plan area, as well as residents of adjacent residential areas, would generate and be exposed to stationary source noise, including people talking, doors slamming, parking lot cleaning, air conditioning and heating units, landscaping care equipment, stereos, and domestic animals. These noise sources contribute to the ambient noise levels experienced in all similarly urbanized areas and typically do not exceed the noise standards for the types of land uses proposed in the Specific Plan area. As a result, they are considered less than significant at locations within or outside of the Specific Plan area.

### ***Mitigation Measures***

The following measures have been identified to mitigate potential noise impacts:

- MM 4.4-2** Where determined to be necessary by the City of Thousand Oaks Community Development Department, parking lots included in individual development projects developed within the Specific Plan area shall be designed to use buildings or sound walls to break the line of sight between residential or other sensitive land uses and parking areas. Acoustical analysis shall be performed to demonstrate that the parking lot noise levels will not exceed the City of Thousand Oaks standards at the property line of adjacent or nearby residential or other sensitive land uses. These components shall be incorporated into the plans of each individual project within the Specific Plan area to be submitted by the individual project applicant to the City of Thousand Oaks for review and approval prior to the issuance of building permits.
- MM 4.4-3** Where determined to be necessary by the City of Thousand Oaks Community Development Department, loading docks included in individual development projects developed within the Specific Plan area shall be designed to have either a depressed (i.e., below grade) loading dock area; and internal bay; or wall to break the line of sight between residential or other sensitive land uses and loading dock operations. Acoustical analysis shall be performed to demonstrate that loading dock noise levels will not exceed City of Thousand Oaks noise levels standards for at the property line of adjacent or nearby residential or other sensitive land uses. These components shall be incorporated

into the plans of each individual project within the Specific Plan area to be submitted by the individual project applicant to the City of Thousand Oaks for review and approval prior to the issuance of building permits.

- MM 4.4-4** Individual development projects within the Specific Plan area shall minimize noise impacts from electrical and mechanical equipment, such as ventilation and air conditioning units, by locating equipment away from on-site and off-site sensitive receptors, proper selection and sizing of equipment, installation of equipment with proper acoustical shielding and incorporating the use of parapets into building designs to act as rooftop noise attenuation barriers.

### ***Residual Impact***

With implementation of **Mitigation Measures 4.4-2** through **4.4-4** potential noise impacts would be reduced to a less than significant level. (Class II)

|                   |  |
|-------------------|--|
| <b>Threshold:</b> | <b>Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels</b> |
|-------------------|--|

- Impact 4.4-3** **Vibration levels generated by construction of future development that may result from the adoption of the proposed Specific Plan could result in the exposure of persons to excessive groundborne vibration or groundborne noise levels. However, implementation of proposed mitigation would ensure that implementation of the proposed Specific Plan would not result in adverse vibration effects. (Class II)**

Ground vibrations from construction activities rarely reach the levels that can damage structures, but they can achieve the audible range and be felt in buildings very close to the site. The primary and most intensive vibration source associated with development within the proposed Specific Plan area would be the use of bulldozers and pile drivers during construction. These types of equipment can create intense noise that is disturbing and can result in ground vibrations.

The results from vibration can range from no perceptible effects at the lowest vibration levels to low rumbling sounds and perceptible vibrations at moderate levels, and to slight structural damage at the highest levels. Ground vibrations from construction activities rarely reach the levels that can damage structures, but they can achieve the audible and perceptible ranges in buildings close to individual construction sites within the Specific Plan area. **Table 4.4-5, Vibration Source Levels for Construction**

**Equipment**, lists vibration source levels for construction equipment that would be used during individual construction projects within the Specific Plan area.

**Table 4.4-5**  
**Vibration Source Levels for Construction Equipment**

| <b>Equipment</b>                    | <b>PPV at 25 Ft (in/sec)</b> |
|-------------------------------------|------------------------------|
| Air Compressor                      | 0.090                        |
| Backhoe                             | 0.040                        |
| Caisson drilling                    | 0.089                        |
| Clam Shovel drop (slurry wall)      | 0.202                        |
| Compactor                           | 0.050                        |
| Compressor                          | 0.045                        |
| Concrete Mixer                      | 0.040                        |
| Concrete Pump                       | 0.028                        |
| Concrete Vibrator                   | 0.014                        |
| Crane (Derrick)                     | 0.057                        |
| Crane (Mobile)                      | 0.057                        |
| Generator                           | 0.018                        |
| Grader                              | 0.040                        |
| Hydromill (slurry wall) in soil     | 0.008                        |
| Hydromill (slurry wall) in rock     | 0.017                        |
| Jackhammer                          | 0.035                        |
| Large Bulldozer                     | 0.089                        |
| Loaded Trucks                       | 0.076                        |
| Loader                              | 0.071                        |
| Pavement Breaker                    | 0.100                        |
| Paver                               | 0.063                        |
| Pile Driver (impact) in upper range | 1.518                        |
| Pile Driver (impact) typical        | 0.644                        |
| Pile Driver (sonic) in upper range  | 0.734                        |
| Pile Driver (sonic) typical         | 0.170                        |
| Pneumatic Tool                      | 0.040                        |
| Pump                                | 0.014                        |
| Roller                              | 0.020                        |
| Saw                                 | 0.018                        |

| Equipment       | PPV at 25 Ft (in/sec) |
|-----------------|-----------------------|
| Scraper         | 0.057                 |
| Shovel          | 0.028                 |
| Tub Grinder     | 0.252                 |
| Small Bulldozer | 0.003                 |

*Source: Federal Transit Administration, United States Department of Transportation, Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06), May 2006, p. 12-12.*

As indicated in **Table 4.4-5**, pile drivers and large bulldozers are capable of producing vibration levels of approximately 1.518 and 0.089 PPV, respectively, at 25 feet. Land uses within the boundaries of the proposed Specific Plan and surrounding off-site uses consist of residential uses where people sleep, and other miscellaneous structures used for commercial-retail, commercial office, and restaurant uses. Depending on the location of operations of construction equipment during development of individual projects within the Specific Plan area, construction vibration levels could exceed 0.001 inch/second or between 0.2 and 2.0 inches/second at nearby structures that contain sensitive receptors, resulting in a potentially significant impact.

### ***Mitigation Measures***

The following measures have been identified to mitigate potential vibration impacts from construction in the Specific Plan area:

**MM 4.4-5** Where determined to be necessary by the City of Thousand Oaks Community Development Department, individual projects developed within the proposed Specific Plan area shall incorporate the following best management practices (BMPs) as applicable to reduce vibration impacts:

- Identifying all uses in the vicinity, both on site and off site of the Specific Plan area, that may be adversely affected by the vibrations, including existing residential uses, residential uses within the Specific Plan boundaries developed in earlier phases and non-residential land uses that may contain vibration-sensitive equipment;
- Adjusting vibration amplitudes of the construction equipment used on site such as limiting the number of pieces operating in one location at the same time in areas where conditions would affect structures, the sensitivity of vibration sensitive equipment, and/or human tolerance;
- Utilizing cast-in-drilled-hole (CIDH) piles in lieu of pile driving;

- Provide notification to both on-site and off-site residential land uses directly adjacent to the development within the Specific Plan area, at least 10 days in advance, of construction activities that are anticipated to result in vibration levels that exceed threshold limits;
- Conduct demolition, earthmoving, and ground-impacting operations sequentially, so as not to have two such operations occurring within the boundaries of the Specific Plan area at the same time;
- Selecting a demolition method to minimize vibration, where possible (e.g., sawing masonry into sections rather than demolishing it by pavement breakers); and/or,
- Operating earthmoving equipment on individual construction sites within the Specific Plan area as far away as possible or practicable from on-site and off-site vibration-sensitive sites using wheeled or rubber-tracked equipment, and using small pieces of equipment such as smaller bulldozers when possible.

### ***Residual Impact***

With implementation of **Mitigation Measure 4.4-4**, potential vibration impacts would be reduced to a less than significant level. (Class II)

|                   |  |
|-------------------|--|
| <b>Threshold:</b> | <b>A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.</b> |
|-------------------|--|

**Impact 4.4-4**                      **Future development that may result from the adoption of the proposed Specific Plan could result in a substantial permanent increase in ambient noise levels in the Specific Plan area above levels existing without the proposed Specific Plan. However, implementation of proposed mitigation would ensure that implementation of the proposed Specific Plan would not result in adverse noise effects. (Class II)**

Please refer to **Impacts 4.4-1** and **4.4-2**. Potential noise impacts due to roadways, freeways, parking lots, loading docks, electrical and mechanical equipment, and on-site and off-site residential uses in the proposed Specific Plan area are considered to be potentially significant.

### ***Mitigation Measures***

Implementation of **Mitigation Measures 4.4-1** through **4.4-4** would mitigate potential noise impacts.

### ***Residual Impact***

With implementation of **Mitigation Measures 4.4-1** through **4.4-4** potential impacts would be reduced to a less than significant level. (Class II)

**Threshold:** A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

**Impact 4.4-5 Construction of future development that may result from the adoption of the proposed Specific Plan could result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the proposed Specific Plan. However, implementation of proposed mitigation would ensure that implementation of the proposed Specific Plan would not result in adverse noise effects. (Class II)**

Development activities associated with future development projects that may be built pursuant to the proposed Specific Plan would primarily include individual site preparation (grading and excavation) and the construction of infrastructure, driveways, and structures. These activities typically involve the use of heavy equipment, such as haul trucks, scrapers, tractors, loaders, concrete mixers, and cranes. Trucks would also be used to deliver equipment and building materials, and to haul away waste materials. Smaller equipment, such as jackhammers, pneumatic tools, saws, and hammers would also be used in individual development projects within the Specific Plan area during construction phases. In addition, piles may be driven during the construction of structures needing deeper footings. This equipment would generate both steady state and episodic noise that would be heard both within and outside the Specific Plan area.

Noise levels generated during construction of each individual project that may be built pursuant to the proposed Specific Plan would primarily affect the patrons of on-site and off-site commercial, commercial retail and restaurant uses along with residents of on- and off-site residential uses. The U.S. EPA has compiled data regarding the noise generating characteristics of specific types of construction equipment. This data is present in **Figure 4.4-9, Noise Levels of Typical Construction Equipment**. As shown, noise levels generated by heavy equipment can range from approximately 68.0 dB(A) to noise levels in excess of 95.0 dB(A) when measured at 50 feet.

Noise levels generated during each construction phase of individual projects that may be built pursuant to the proposed Specific Plan are presented in **Table 4.4-6, Estimated Noise Levels of Construction Phases**.

**Table 4.4-6**  
**Estimated Noise Levels for Construction Phases**

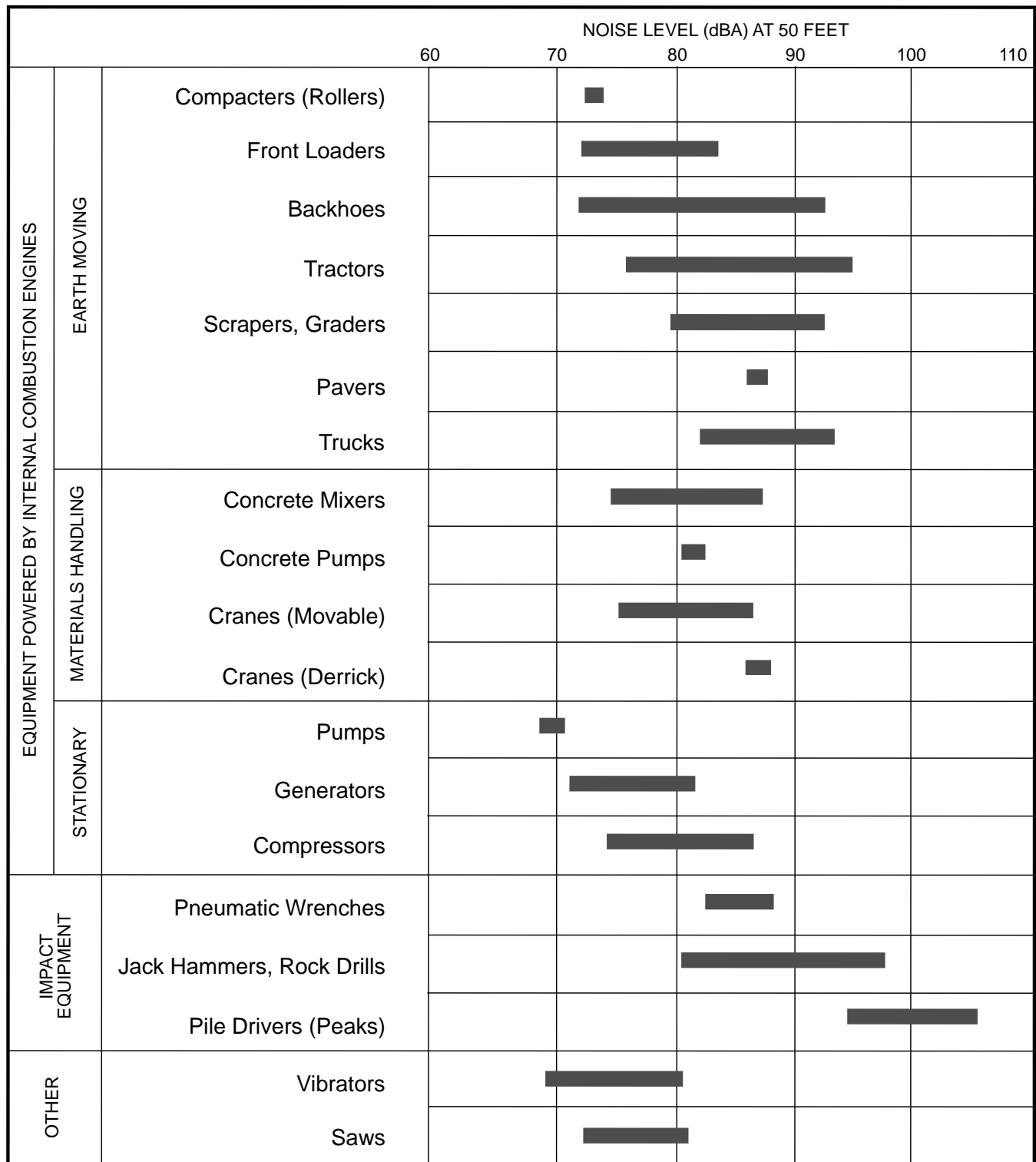
| Construction Phase    | Approximate $L_{eq}$ (dB(A)) without Noise Attenuation |          |          |          |
|-----------------------|--|----------|----------|----------|
|                       | 75 Feet  | 100 Feet | 200 Feet | 300 Feet |
| Demolition            | 87.0   | 84.0     | 78.0     | 75.0     |
| Grading               | 88.0   | 85.0     | 79.0     | 75.0     |
| Building Construction | 92.0   | 89.0     | 83.0     | 79.0     |

*Note: Model results are contained in Appendix 4.4.*

Equipment estimates used for the analysis of demolition, grading, and building construction noise levels are representative of worst-case conditions, since it is very unlikely that all equipment utilized on individual project sites within the Specific Plan area would operate simultaneously. Noise levels associated with construction activities would temporarily increase the ambient noise levels at adjacent land uses; therefore, construction impacts are considered potentially significant for a temporary period.

Besides equipment noise associated with construction activities, construction traffic would generate noise along access routes to individual project sites within the Specific Plan area. The major pieces of heavy equipment would be moved onto each development site within the Specific Plan area only one time for each construction activity (e.g., demolition, grading).

In addition, daily transportation of construction workers and the hauling of materials both within and outside of the proposed Specific Plan area are expected to cause increases in noise levels along roadways, although noise levels from such trips would be less than peak-hour noise levels generated by future development projects that may be built pursuant to the proposed Specific Plan upon its buildout. Given that it takes a doubling of average daily trips on roadways to increase noise by 3.0 dB(A) and that average daily trips from construction activities in the Specific Plan area would not result in a doubling of trip volume, the noise level increases along on-site and off-site roadways would be less than 3.0 dB(A).



Note: Based on limited available data samples.

SOURCE: United States Environmental Protection Agency, 1971, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," NTID 300-1.

FIGURE 4.4-9

## Noise Levels of Typical Construction Equipment



## ***Mitigation Measures***

The following measures have been identified to mitigate potential construction noise impacts:

- MM 4.4-6** Demolition and construction activity for site preparation and for future development within the proposed Specific Plan area shall be limited to the hours between 7:00 AM and 7:00 PM per the City of Thousand Oaks General Plan and Municipal Code. Non-noise generating activities such as exterior and interior building painting are not subject to these restrictions.
- MM 4.4-7** All demolition and construction activities shall employ the following measures as determined to be applicable and feasible to reduce the impact of construction noise:
- Ensure that construction equipment is properly muffled according to industry standards and in good working condition;
  - Place noise-generating construction equipment and locate construction staging areas away from on-site and off-site sensitive uses, where feasible;
  - Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources;
  - Use electric air compressors and similar power tools rather than diesel equipment, when and where feasible;
  - Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes; and
  - Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City of Thousand Oaks or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. Contract specifications shall be included in each individual project's construction documents, which shall be reviewed by the City of Thousand Oaks prior to issuance of grading permits for individual projects within the proposed Specific Plan area.

## ***Residual Impact***

With implementation of **Mitigation Measures 4.4-6** through **4.4-7** potential construction noise impacts would be reduced to a less than significant level. (Class II)

Other thresholds of significance identified in the *State CEQA Guidelines* and listed in the Thresholds of Significance sub-section above, relating to projects located near airports or private airstrips are not applicable. The Specific Plan area is not located near any airports or private airstrips.

## CUMULATIVE IMPACTS

### Roadway Noise

Projected growth in the City under the current General Plan would likely result in a substantial permanent increase in noise levels due to increases in traffic on roadways throughout the community. The FHWA Noise Prediction Model (FHWA-RD-77-108) was used to calculate roadway noise based on the distribution of traffic volumes identified in the traffic impact analysis for the proposed Specific Plan project. In order to determine whether traffic associated with future projected growth within the Specific Plan area would contribute substantially to future noise increases; the increase between existing conditions and cumulative conditions was estimated, as shown in **Table 4.4-7, Cumulative Roadway Noise Levels**.

**Table 4.4-7  
Cumulative Roadway Noise Levels**

| <b>Roadway Segments</b>   | <b>Existing Plus<br/>Proposed<br/>Specific Plan<br/>Conditions<br/>(dB(A)) CNEL</b> | <b>General Plan<br/>Plus<br/>Proposed<br/>Specific Plan<br/>Conditions<br/>(dB(A)) CNEL</b> | <b>Change in<br/>Noise Level<br/>(dB(A))<br/>CNEL</b> | <b>Significant<br/>Impact?</b> |
|---|---|---|---|--------------------------------|
| North Moorpark Road - Between the 101 and TO Blvd.              | 69.0  | 70.3  | 1.3   | No                             |
| North Moorpark Road - Between Hillcrest Dr. and TO Blvd         | 68.2  | 70.1  | 1.9   | Yes                            |
| Hillcrest Drive - Between N. Moorpark Road and Hodencamp Rd.    | 67.2  | 68.0  | 0.8   | No                             |
| Thousand Oaks Blvd - Between N. Moorpark Road and Hodencamp Rd. | 68.2  | 68.8  | 0.6   | No                             |
| Boardwalk Ave - Between TO Blvd and Hillcrest Dr.               | 52.8  | 53.0  | 0.2   | No                             |
| Hodencamp Rd - Between TO Blvd and Hillcrest Dr.                | 59.9  | 60.0  | 0.1   | No                             |
| Hillcrest Drive - Between Hodencamp Rd. and Rancho Rd.          | 63.8  | 64.7  | 0.9   | No                             |
| TO Blvd - Between Hodencamp Rd. and Rancho Rd.                  | 67.8  | 68.4  | 0.6   | No                             |

| Roadway Segments   | Existing Plus<br>Proposed<br>Specific Plan<br>Conditions<br>(dB(A) CNEL | General Plan<br>Plus<br>Proposed<br>Specific Plan<br>Conditions<br>(dB(A)) CNEL | Change in<br>Noise Level<br>(dB(A))<br>CNEL | Significant<br>Impact? |
|--|---|---|---|------------------------|
| Rancho Rd. - Between Hillcrest Dr. and TO Blvd.              | 63.5  | 63.4  | -0.1  | No                     |
| Hillcrest Dr. - Between Rancho Rd. and Erbes Rd.             | 63.7  | 64.7  | 1.0   | No                     |
| TO Blvd - Between Rancho Rd. and Erbes Rd.                   | 69.3  | 70.1  | 0.8   | No                     |
| Rancho Rd. - Between 101 Freeway and TO Blvd.                | 68.1  | 68.1  | 0.0   | No                     |
| Erbes Rd. - Between TO Blvd and Hillcrest Dr.                | 63.7  | 63.6  | -0.1  | No                     |
| TO Blvd. - Between Erbes Rd and Skyline Dr.                  | 68.7  | 69.1  | 0.4   | No                     |
| Conejo School Rd. - Between Hillcrest Dr. and TO Blvd.       | 59.5  | 61.3  | 1.8   | Yes                    |
| Hillcrest Dr. - Between Conejo School Rd. and Duesenberg Dr. | 66.9  | 67.6  | 0.7   | No                     |
| Skyline Dr. - Between Hillcrest Dr. and TO Blvd.             | 59.0  | 59.5  | 0.5   | No                     |
| Hampshire Rd. - Between 101 Freeway and TO Blvd.             | 68.1  | 68.3  | 0.2   | No                     |
| Duesenberg Dr. - Between Hillcrest Dr. and TO Blvd.          | 61.7  | 62.1  | 0.4   | No                     |
| Hillcrest Dr. - Between Skyline Dr. and Westlake Blvd.       | 65.3  | 66.1  | 0.8   | No                     |
| TO Blvd. - Between Skyline Dr. and Westlake Blvd.            | 68.0  | 68.6  | 0.6   | No                     |
| Westlake Blvd. - Between 101 Freeway and TO Blvd.            | 71.8  | 72.0  | 0.2   | No                     |
| Westlake Blvd. - Between Hillcrest Dr. and TO Blvd.          | 70.3  | 70.7  | 0.4   | No                     |

Notes: Modeling calculations and results are presented in **Appendix 4.4**.

As shown, the cumulative noise level increase along the each roadway segment from future traffic growth would range between 0.0 to 0.9 dB(A). Projected growth within the Specific Plan area and projected growth in the City under existing General Plan conditions would not expose land uses to an increase of 3.0 dB(A) or greater. Therefore, the Specific Plan would not contribute substantially to a noise

level increase of 3.0 dB(A) or greater on roadway segments and adjacent land uses, and cumulative impacts would be less than significant.

It should be noted that some of the roadway segments would expose commercial and residential land uses to noise levels that exceed the exterior residential threshold of 65.0 dB(A) and the exterior commercial threshold of 70.0 dB(A) under cumulative conditions. In addition, North Moorpark Rd between Hillcrest Dr. and Thousand Oaks Blvd. and Conejo School Rd. between Hillcrest Dr. and Thousand Oaks Blvd. would exceed the City's noise thresholds listed in **Table 4.3-3**. However, this impact is mitigated through **MM 4.4-1**, above. The proposed Specific Plan would only incrementally contribute to this cumulative noise level increase and therefore, its cumulative contribution would be less than significant.

### **Freeway Noise**

Future freeway noise levels along Highway 101 and SR-23 adjacent to and bisecting the proposed Specific Plan area have been previously discussed. Please refer to **Impact 4.4-1** in the **Freeway Noise** subsection, above.

### **Point Source Noise**

With regard to stationary sources, there could be a cumulatively significant impact resulting from future development within the Specific Plan area. The major stationary sources of noise that would be introduced in the Specific Plan area would include rooftop equipment, loading docks, and parking lots. Since this projected growth would be required to adhere to City of Thousand Oaks noise standards, all stationary sources would be required to provide shielding or other noise abatement measures so as not to cause a substantial increase in ambient noise levels. Therefore, it is not anticipated that a significant cumulative increase in permanent ambient noise levels would occur; consequently, the cumulative impact would be less than significant. Additionally, future development projects within the Specific Plan area would reduce impacts associated from on-site noise sources to less than significant levels through the implementation of **Mitigation Measures 4.4-2** through **4.4-4**. For this reason, noise generated by future development projects within the Specific Plan area would not contribute substantially to any significant cumulative noise impact.

## 4.5 BIOLOGICAL RESOURCES

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### INTRODUCTION

*This section addresses the biological resources present within the Thousand Oaks Boulevard Specific Plan (Specific Plan) area. The section includes a discussion of the special-status species that may potentially occur within the Specific Plan area as well as sensitive habitats in the Specific Plan area. This section also identifies the potential impacts of implementing the proposed Specific Plan on such resources and mitigation measures where appropriate.*

### ENVIRONMENTAL SETTING

#### Vegetation and Wildlife

Most of the Specific Plan area is urban, with two large vacant lots located at the south end of Hodencamp Road and at the south end of Erbes Road. An urban forest of ornamental and indigenous trees is present throughout the Specific Plan area, with oak trees (*Quercus* spp.) being a major constituent species. Areas of ruderal vegetation are scattered within the Specific Plan area, and a coastal sage scrub area of approximately 4 acres in size is located on the vacant property behind existing development at the south end of Erbes Road. A brief description of the coastal sage scrub plant community is provided below.

#### *Coastal Sage Scrub*

Within the City of Thousand Oaks, coastal sage scrub is comprised of small semi-woody shrubs and is sometimes called "soft chaparral" due to the flexibility of the leaves and stems. Typical coastal sage scrub plants in the Thousand Oaks area include California sagebrush (*Artemisia californica*), California sunflower (*Encelia californica*), California buckwheat (*Eriogonum fasciculatum*) and purple sage (*Salvia leucophylla*).<sup>1</sup> The area of coastal sage scrub that is located within the Specific Plan area is not considered a sensitive plant community by the California Department of Fish and Game (CDFG);<sup>2</sup> however, this community is known to support several special-status wildlife species and potentially some special-status plant species in some locations.

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<sup>1</sup> City of Thousand Oaks, Conservation Element of the Thousand Oaks General Plan, adopted July 2, 1996.

<sup>2</sup> California Department of Fish and Game, *The Vegetation Classification and Mapping Program List of California Terrestrial Natural Communities Recognized by the California Natural Diversity Database*. Wildlife and Habitat Data Analysis Branch. September 2003.

## Special-Status Species

Sensitive biological resources are those habitats or species that have been recognized by federal, state, and/or local agencies as being endangered, threatened, rare, or in decline throughout all or part of their historical distribution.

Query results of the California Natural Diversity Database (CNDDB) and California Native Plant Society (CNPS) Inventory for the U.S. Geological Survey (USGS) 7.5-minute quadrangle within which the Specific Plan area is located,<sup>3</sup> indicate at least 65 sensitive plant and animal taxa are known from the region, 26 of which may potentially utilize the Specific Plan area, based on broad habitat, elevation, and range characteristics. These sensitive species include 8 plants and 13 animal species. A listing of the species that may potentially utilize the Specific Plan area is provided below. A complete listing of the query results can be found in **Appendix 4.5**. The CDFG includes all listed sensitive species and their habitats on its Web site ([www.dfg.ca.gov](http://www.dfg.ca.gov)). Fieldwork was not conducted to confirm the presence or absence of these or other special-status species. The following species are known to occur in this portion of the Conejo Valley and could potentially be present within the Specific Plan area.

- **Round-leaved filaree** (*California macrophylla*; treated as *Erodium macrophyllum* in *The Jepson Manual*)—CNPS List 1B.1—Clay soils in cismontane woodland, valley and foothill grassland communities between 15 and 1200 m msl.
- **Conejo dudleya** (*Dudleya parva*) – *federal Threatened*, CNPS List 1B.1 – North-facing Conejo Volcanic outcrops with clay soils in coastal scrub and chaparral between 60 – 450 m msl.
- **Mesa horkelia** (*Horkelia cuneata ssp. puberula*)—CNPS List 1B.1—Sandy or gravelly sites in chaparral, cismontane woodland, and coastal scrub communities between 70 and 810 m msl.
- **Ojai navarretia** (*Navarretia ojaiensis*; not in *The Jepson Manual*)—CNPS List 1B.1—Openings in chaparral, coastal scrub, and valley and foothill grassland communities between 275 and 620 m msl.
- **Lyon's pentachaeta** (*Pentachaeta lyonii*)—*federal Endangered*, *California Endangered*, CNPS List 1B.1—Rocky and clay soils in openings within chaparral, coastal scrub, and valley and foothill grassland communities between 30 and 630 m msl.
- **Slender mariposa lily** (*Calochortus clavatus var. gracilis*)—CNPS List 1B.2—Shaded foothill canyons, often on grassy slopes within chaparral and coastal scrub communities between 360 and 1000 m msl.
- **Plummer's mariposa lily** (*Calochortus plummerae*)—CNPS List 1B.2—Rocky and sandy sites, usually of granitic or alluvial material in coastal scrub, chaparral, valley and foothill grassland, cismontane woodland, and lower montane coniferous forest communities between 100 and 1700 m msl.

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<sup>3</sup> The planning area is located within the Thousand Oaks quadrangle.

- **Catalina mariposa lily (*Calochortus catalinae*)** – **CNPS List 4** – Deep clay soils in open grassland, or grassy slopes within coastal sage scrub and chaparral between 100 and 700 m msl.
- **Western spadefoot (*Spea hammondi*)**—**Bureau of Land Management Sensitive, CDFG Species of Special Concern**—Vernal pools and other areas of seasonally ponded water, primarily in grasslands habitats, but can be found in valley-foothill hardwood woodlands.
- **Coastal western whiptail (*Aspidoscelis tigris stejnegeri*)**—**CDFG Special Animals List**—Various habitats in firm, sandy or rocky soils within sparse vegetation, open areas, woodlands and riparian communities of deserts and semi-arid areas.
- **San Bernardino ringneck snake (*Diadophis punctatus modestus*)**—**USDA Forest Service Sensitive Species**—Surface litter or herbaceous vegetation in open, relatively rocky areas, often in somewhat moist areas near intermittent streams.
- **San Diego mountain kingsnake (*Lampropeltis zonata pulchra*)**—**USDA Forest Service Sensitive Species, CDFG Species of Special Concern**—Most common in the vicinity of rocks or boulders near streams or lake shores. May also utilize rotting logs and seek cover under dense shrubs. Occurs in a variety of habitats including valley-foothill hardwood, and hardwood-conifer, mixed and montane chaparral, valley-foothill riparian, coniferous forests, and wet meadows.
- **Coast horned lizard (*Phrynosoma blainvillii*)**—**Bureau of Land Management Sensitive, USDA Forest Service Sensitive Species, CDFG Species of Special Concern**—Prefers friable, rocky or shallow sandy soils in scrub and chaparral habitats in arid and semi-arid regions. Requires the presence of native ants for prey.
- **Cooper's hawk (*Accipiter cooperi*)**—**CDFG Watch List**—Nests in open forests, groves, or trees along rivers, or low scrub of treeless areas. The wooded area is often near the edge of a field or water opening.
- **Southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*)**—**CDFG Watch List**—Frequents relatively steep, often rocky hillsides with grass and forb patches. Resident in Southern California coastal sage scrub and mixed chaparral.
- **Coastal California gnatcatcher (*Poliophtila californica californica*)**—**federal Threatened, CDFG Species of Special Concern, United States Bird Conservation Watch List, Audubon Watchlist, American Bird Conservancy Green List**—Obligate permanent resident of coastal sage and alluvial scrub habitats below 800 m msl in Southern California.
- **Pallid bat (*Antrozous pallidus*)**—**USDA Forest Service Sensitive Species, Bureau of Land Management Sensitive, CDFG Species of Special Concern, Western Bat Working Group High Priority**—Day roosts are in caves, crevices, mines, and occasionally in hollow trees and buildings. Night roosts may be in more open sites, such as porches and open buildings.
- **Western red bat (*Lasiurus blossevillei*)**—**USDA Forest Service Sensitive Species, Western Bat Working Group High Priority**—Roosting habitat includes forests and woodlands from sea level up through mixed conifer forests. Roosts primarily in trees, less often in shrubs. Roost sites often are in edge habitats adjacent to streams, fields, or urban areas.

- **Western small-footed myotis (*Myotis ciliolabrum*)—Bureau of Land Management Sensitive, Western Bat Working Group Medium Priority**—Occurs in a wide variety of habitats, primarily in relatively arid wooded and brushy uplands near water from sea level to 8,900 feet. Separate night roosts may be used, and have been found in buildings and caves. Maternity colonies of females and young are found in buildings, caves, and mines.
- **Yuma myotis (*Myotis yumanensis*)—Bureau of Land Management Sensitive, Western Bat Working Group Low-Medium Priority**—Found in a wide variety of habitats ranging from sea level to 11,000 feet, uncommon to rare above 8,000 feet. Roosts in buildings, mines, caves, or crevices, abandoned swallow nests and under bridges. Maternity colonies of several thousand females and young may be found in buildings, caves, mines, and under bridges.
- **San Diego desert woodrat (*Neotoma lepida intermedia*)—CDFG Species of Special Concern**—Moderate to dense canopies in coastal scrub of Southern California from San Diego County to San Luis Obispo County. Particularly abundant in rock outcrops, rocky cliffs and slopes.

Among the potentially occurring special-status species are three federally and state-listed threatened and endangered species:

- **Lyon's pentachaeta (*Pentachaeta lyonii*) – federal endangered, state endangered**
- **Coastal California gnatcatcher (*Polioptila californica californica*) – federal threatened**
- **Conejo dudleya (*Dudleya parva*) – federal threatened**

Fieldwork was not conducted to confirm the presence or absence of these or other special-status species within the Specific Plan area; however, the species listed above may potentially occur within the area of natural habitat south of Erbes Road. Additionally, Cooper's hawk, pallid bat, spotted bat, western red bat, western small-footed myotis, and Yuma myotis may nest or roost in trees or vacant structures within developed portions of the Planning Area. If development is proposed within the natural area south of Erbes Road or within developed areas containing buildings or trees suitable for nesting Cooper's hawk or roosting bat species, then site-specific surveys for the species identified above would be necessary to confirm their presence or absence at a specific site proposed for development.

## Habitat Connectivity

Habitat connectivity refers to all of the factors relating to integration of habitats within an ecosystem. Wildlife corridors and habitat linkages are features that promote habitat connectivity. Wildlife corridors are typically discrete linear features within a landscape that are constrained by development or other non-habitat areas. Habitat linkages are networks of corridors and larger natural open space areas that encompass an adequate diversity and acreage of useable habitats to provide long-term resilience of ecosystems against the detrimental effects of habitat fragmentation, which creates isolated "islands" of wildlife habitat.



In the absence of habitat linkages that allow movement to adjoining open-space areas, various studies have concluded that many wildlife and plant species would not likely persist over time in fragmented or isolated habitat areas because they prohibit the movement of new individuals and genetic exchange among areas where they may be periodically displaced by natural or human-caused disturbances such as disease, fire, and flood.

Habitat linkages mitigate the effects of this fragmentation by

- Allowing plant and animal species to disperse between remaining habitat areas, thereby permitting at-risk populations to maintain sustainable levels of genetic variability;
- Providing escape routes from fire, predators, and human disturbances, thus reducing the risk of catastrophic events (such as fire or disease) causing population or local species extinction; and
- Serving as travel routes for individual animals as they move within their home ranges in search of food, water, mates, and other needs.

The South Coast Missing Linkages project has developed a comprehensive plan for a regional network that would maintain and restore critical habitat linkages between existing open space reserves. The Specific Plan area does not lie within any area identified in the nearest linkage design developed by the South Coast Missing Linkages project (the Santa Monica – Sierra Madre Connection). The nearest portion of this linkage is approximately 3.5 miles to the northeast, within open space areas in and around Oakbrook Regional Park.

The Conservation Element of the Thousand Oaks General Plan also describes and identifies the location of wildlife corridors in the City. As shown on the “Biological Resources” exhibit in the Conservation Element (Figure 2), no wildlife corridors exist within the Specific Plan area.

A portion of the Specific Plan area adjacent to the 101 freeway is currently open space and may support limited movement of animals to and from underpasses of Rancho Road and Conejo School Road.

Any movement of wildlife into this portion of Specific Plan area is likely to originate from either of these undercrossings, and any movement out of this portion of the Specific Plan area would return wildlife through these same avenues. The fact that the open space is surrounded by development indicates that wildlife movement into this portion of Specific Plan area would not involve further northward movement. Therefore, the Specific Plan area is not considered part of a regionally important habitat linkage.

## REGULATORY FRAMEWORK

### Federal Regulations

#### *Federal Endangered Species Act of 1973*

Section 3 of the federal Endangered Species Act (ESA) defines an endangered species as any species or subspecies "in danger of extinction throughout all or a significant portion of its range." A threatened species is defined as any species or subspecies of fish, wildlife, or plants "likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range." Threatened or endangered species and their critical habitat are designated through publication of a final rule in the Federal Register. Designated endangered and threatened animal species are fully protected from "take" unless an applicant has an incidental take permit issued by the US Fish and Wildlife Service (USFWS) under Section 10 or incidental take statement issued under Section 7 of the ESA. A take is defined as the killing, capturing, or harassing of a species. Proposed endangered or threatened species or their critical habitat are those for which a proposed regulation, but no final rule, has been published in the Federal Register.

#### *Migratory Bird Treaty Act of 1918*

The Migratory Bird Treaty Act (16 U.S.C. 704) makes it unlawful to "take" (kill, harm, harass, etc.) any migratory bird listed in 50 Code of Federal Regulations 10, including their nests, eggs, or products. Migratory birds include geese, ducks, shorebirds, raptors, and songbirds, among others.

### State Regulations

#### *California Endangered Species Act*

The California Endangered Species Act (CESA) declares that deserving plant or animal species will be given protection by the state because they are of ecological, educational, historical, recreational, aesthetic, economic, and scientific value to the people of the state. CESA establishes that it is state policy to conserve, protect, restore, and enhance endangered species and their habitats.

Under state law, plant and animal species may be formally designated as rare, threatened, or endangered through official listing by the California Fish and Game Commission. Listed species are given greater attention during the land use planning process by local governments, public agencies, and landowners than are species that have not been listed.

On private property, endangered plants may also be protected by the Native Plant Protection Act (NPPA) of 1977. Threatened plants are protected by CESA, and rare plants are protected by the NPPA. However, CESA authorizes that "Private entities may take plant species listed as endangered or threatened under the ESA and CESA through a federal incidental take permit issued pursuant to Section 10 of the ESA, if the CDFG certifies that the incidental take statement or incidental take permit is consistent with CESA." In addition, the California Environmental Quality Act (CEQA) requires disclosure of any potential impacts on listed species and alternatives or mitigation that would reduce those impacts.

### ***California Environmental Quality Act—Treatment of Listed Plant and Animal Species***

ESA and CESA protect only those species formally listed as threatened or endangered (or rare in the case of the State list). Section 15380 of the *State CEQA Guidelines* independently defines "endangered" species of plants or animals as those whose survival and reproduction in the wild are in immediate jeopardy and "rare" species as those who are in such low numbers that they could become endangered if their environment worsens. Therefore, a project normally will have a significant effect on the environment if it will substantially affect a rare or endangered species of animal or plant or the habitat of the species. The significance of impacts to a species under CEQA must be based on analyzing actual rarity and threat of extinction despite legal status or lack thereof.

### ***State of California—Sections 3503, 3503.5, and 3800 of the California Fish and Game Code***

These sections of the Fish and Game Code prohibit the "take or possession of birds, their nests, or eggs." Disturbance that causes nest abandonment and/or loss of reproductive effort (killing or abandonment of eggs or young) is considered a "take." Such a take would also violate federal law protecting migratory birds.

Incidental Take Permits (i.e., Management Agreements) are required from the CDFG for projects that may result in the incidental take of species listed by the State of California as endangered, threatened, or candidate species. The permits require that impacts to protected species be minimized to the extent possible and mitigated to a level of insignificance.

## Local Regulations

### *City of Thousand Oaks General Plan*

The *City of Thousand Oaks General Plan* Conservation Element contains the following policies to address the conservation of biological resources.

- CO-21                      The City shall encourage the proper management, conservation, and protection of native plant communities throughout the City's Planning Area, including developed areas and remaining undeveloped open space lands.
- CO-22                      Consumptive land uses or practices (e.g., off-road vehicle use, hunting, trapping) that are incompatible with the long-term survival and viability of resident and migratory wildlife populations shall be discouraged.
- CO-23                      Critical wildlife habitat resources such as movement corridors, surface water impoundments, streams, and springs should be given special consideration for preservation, restoration, or enhancement, in order to maintain the biological productivity and ecological integrity of natural open space areas.
- CO-24                      In order to reduce the potential for devastating wildfires and the resulting damage they cause to both natural ecosystems and urban environments, appropriate fuel management and prescribed burning programs should be conducted on a selective basis, including the periodic monitoring of any potentially adverse effects on animal habitats and air quality.
- CO-25                      Isolation and fragmentation of natural open space areas should be prevented wherever possible.
- CO-26                      Since natural stream drainages often serve as important movement corridors for wildlife, they should be preserved wherever it is feasible to do so.
- CO-27                      Urban land uses adjoining natural open space areas should be designed in a manner that is sensitive to the needs of wildlife and avoids or minimizes any potentially adverse impacts to movement corridors.
- CO-28                      Continue to protect oak and other landmark trees in recognition of their historic, aesthetic, and environmental value to the citizens of Thousand Oaks.

- CO-29 Preserve wetlands and associated wetland buffers as open space and maintain these areas in a natural state to protect the community's water quality, wildlife diversity, and aesthetic value.
- CO-30 Encourage the restoration and enhancement of degraded wetland and riparian habitats in order to preserve and protect native plant and animal species, increase biological diversity and productivity, and maintain permanent access for wildlife to surrounding open space.
- CO-31 The City shall encourage and promote the preservation of all rare, threatened, and endangered or sensitive species listed by state and federal agencies (United States Fish and Wildlife Service and California Department of Fish and Game), the California Native Plant Society (CNPS) and the City of Thousand Oaks.

### ***City of Thousand Oaks Oak Tree Preservation and Protection Ordinance***

Title 5, Chapter 14 of the City of Thousand Oaks Municipal Code provides regulations regarding the preservation of existing oak trees within the City. The chapter requires “the preservation of all healthy oak trees unless reasonable and conforming use of the property justifies the removal, cutting, pruning and/or encroachment into the protected zone of an oak tree.” A permit is required in most cases before individuals may cut, remove, or relocate any oak tree over 2 inches in width, when measured 4.5 feet above the ground. Removal of four or more oak trees on one parcel must be reviewed by the Planning Commission.

### ***City of Thousand Oaks Landmark Tree Preservation and Protection Ordinance***

Title 5, Chapter 24 of the City of Thousand Oaks Municipal Code provides regulations regarding the preservation of existing landmark trees within the City. The chapter requires “the preservation of all healthy landmark trees unless reasonable and conforming use of the property justifies the removal, cutting, pruning, and/or encroachment into the protected zone of a landmark tree.” A permit is required before individuals cut, remove, encroach into the protected zone, or relocate any landmark tree.

A Landmark tree is a tree that because of its size, age, or unique and irreplaceable values to the community needs to be preserved and safeguarded as symbolic of the City’s heritage, beauty, and image. Landmark trees include specimens of the following species that have reached the designated size when measured at 4.5 feet above the natural grade at the base of the tree: California sycamore (*Platanus racemosa*) which exceeds 12 inches in diameter; California bay laurel (*Umbellularia californica*) which exceeds 8 inches in diameter; Southern California black walnut (*Juglans californica*) which exceeds 8 inches

in diameter; and California holly, or toyon (*Heteromeles arbutifolia*) which exceeds 8 inches in diameter. Trees with multiple trunks are deemed to have reached maturity if the sum of the diameters of the multiple trunks exceed the required diameter plus 2 inches of a single trunked tree.

## ENVIRONMENTAL IMPACTS

### Thresholds of Significance

The following thresholds for determining the significance of impacts related to biological resources are contained in the environmental checklist form contained in Appendix G of the *State CEQA Guidelines*. A significant impact would occur with full implementation of the proposed Specific Plan if it would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the CDFG or USFWS;
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the CDFG or USFWS;
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to marsh, vernal pool, and coastal) through direct removal, filling, hydrological interruption, or other means;
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

### Methodology

The most recent versions of the CDFG, CNDDDB, and the CNPS Inventory of Rare and Endangered Plants were reviewed to evaluate the sensitive resources found or potentially occurring within the Specific Plan area. This query focused on the USGS 7.5-minute Thousand Oaks quadrangle that contains the Specific Plan area. The intent of the database review was to identify special-status plant and wildlife species that have been documented in the Specific Plan area. Additionally, lists prepared by the CDFG with information about special-status plant and animals listing status, as well as information about the listing status of special-status plant species, were reviewed.

Potential impacts to oak trees were assessed through a review of all oak tree permits issued by the City for parcels within the Specific Plan area to identify the number and size of surveyed oak trees within the Specific Plan area, and, for parcels without an oak tree permit, a review of each parcel to determine if oak trees were present or absent.

## Impact Analysis

|                  |  |
|------------------|--|
| <b>Threshold</b> | <b>Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the CDFG or USFWS.</b> |
|------------------|--|

**Impact 4.5-1**      **Future development that may result from the adoption of the proposed Specific Plan could have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS. However, implementation of proposed mitigation would ensure that implementation of the proposed Specific Plan would not cause an adverse effect on special-status species. (Class II)**

The Specific Plan area is almost entirely developed, with the exception of two large vacant lots located at the south end of Hodencamp Road and one large vacant hillside area located at the south end of Erbes Road, which contains an approximately 4-acre area of disturbed coastal sage scrub. With the exception of Cooper's hawk, which could be present within oak trees on developed portions of the Specific Plan area, and bat species, which may roost in vacant structures or trees throughout the Specific Plan area, special-status species would be restricted to the coastal sage scrub community south of Erbes Road.

Vacant lots located along Thousand Oaks Boulevard, including the parcel containing coastal sage scrub located south of Erbes Road, could be developed, regardless of whether the proposed Specific Plan is adopted or not. Adoption of the proposed Specific Plan could increase the likelihood that these vacant lots are developed, thus possibly resulting in the loss of the coastal sage scrub community south of Erbes Road. In addition, future development that may result from the adoption of the proposed Specific Plan may involve the removal of trees or other nesting or roosting habitat for common or special-status bird species and special-status bats, thus resulting in direct impacts to these animal species. In addition, future development within the Specific Plan area could also result in indirect impacts to nesting birds if construction were to occur within 300 feet of active nests of these or other special-status bird species (500 feet for raptors). This impact is considered potentially significant.

Implementation of the proposed mitigation measures listed below would require that surveys of the coastal sage scrub area located south of Erbes Road be conducted prior to development to determine the potential for the occurrence of special-status species and would require that surveys for nesting birds and roosting bats be conducted prior to any construction within the Specific Plan area if suitable habitat is present.

With implementation of these mitigation measures, future development that may result from the adoption of the proposed Specific Plan would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS, and this impact would be reduced to a less than significant level.

### ***Mitigation Measures***

- MM 4.5-1** Prior to approval of any development entitlements within the coastal sage scrub area located south of Erbes Road, surveys shall be conducted to determine the potential for occurrence of any of the species described in **Appendix 4.5** as having potential to occur within the Specific Plan area. If it is determined that special-status species may be present within the coastal sage scrub area, a strategy for relocation, avoidance, or restoration of the affected populations or individuals must be developed and followed, as determined to be appropriate by the permitting authority.
- MM 4.5-2** Prior to approval of any development entitlements within the Specific Plan area, surveys shall be conducted to determine the potential for occurrence of nesting birds. Active nests of native bird species are protected by the Migratory Bird Treaty Act (16 U.S.C. 704) and the California Fish and Game Code (Section 3503). If activities associated with construction or grading are planned during the bird nesting/breeding season, generally January through March for early nesting birds, and from mid-March through September for most bird species, the applicant shall have a qualified biologist conduct surveys for active nests. To determine the presence/absence of active nests, pre-construction nesting bird surveys shall be conducted weekly beginning 30 days prior to initiation of ground-disturbing activities, with the last survey conducted no more than three days prior to the start of clearance/construction work. If ground-disturbing activities are delayed, additional pre-construction surveys shall be conducted so that no more than three days have elapsed between the survey and ground-disturbing activities.



- MM 4.5-3** If construction activity has the potential to impact bat roosting habitat, pre-construction surveys for bat roosts shall be conducted prior to the commencement of any construction activity.

### ***Residual Impacts***

Impacts would be reduced to a less than significant level. (Class II)

|                  |   |
|------------------|---|
| <b>Threshold</b> | <b>Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.</b> |
|------------------|---|

- Impact 4.5-2** Future development that may result from the adoption of the proposed Specific Plan would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. (Class III)

As discussed above, the Specific Plan area does not lie within any area identified in the nearest linkage design developed by the South Coast Missing Linkages project (the Santa Monica – Sierra Madre Connection), or within wildlife corridors identified in the Conservation Element of the General Plan. In addition, the portion of the Specific Plan area adjacent to the 101 freeway that is currently open space is not considered part of a regionally important habitat linkage. For these reasons, future development that may result from the adoption of the proposed Specific Plan would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant (Class III).

|                  |   |
|------------------|---|
| <b>Threshold</b> | <b>Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.</b> |
|------------------|---|

**Impact 4.5-3**                      **Future development that may result from the adoption of the proposed Specific Plan would conflict with local policies and ordinances established for the protection of oak trees. However, implementation of proposed mitigation, which would revise the proposed Specific Plan to conform with the City's existing Oak Tree Preservation and Protection Ordinance, would ensure that implementation of the proposed Specific Plan would not conflict with local policies or ordinance protecting biological resources. (Class II)**

Under the proposed Specific Plan, an oak tree within the Specific Plan area would be exempt from the City's Oak Tree Preservation and Protection Ordinance (Chapter 14 of Title 5 of the Thousand Oaks Municipal Code) if it measures 24 inches or less in diameter at 4.5 feet above the tree's natural grade. All of the largest trees within the Specific Plan area (those greater than 24 inches in diameter) would therefore remain subject to the provisions of the existing Oak Tree Preservation Ordinance. All sections of the City's Landmark Tree Preservation Ordinance (Chapter 24 of Title 5 of the Thousand Oaks Municipal Code) will continue to apply upon adoption of the proposed Specific Plan.

To assess the impact of the proposed policy on oak trees, the parcels within the Specific Plan area were segregated into three categories: (1) parcels for which an Oak Tree Permit had been issued by the City, (2) parcels with oak trees and without an Oak Tree Permit, and (3) parcels without oak trees on site. Per City requirements, an Oak Tree Permit is required for any oak tree encroachment, removal or pruning, and such permits include a survey of all oaks on site and their size.

A review was then made of all Oak Tree Permits (109 total permits) that had been issued for oak tree work within the Specific Plan area. The number of oaks and their sizes were tabulated from these Oak Tree Permits and analyzed with regard to the number of trees that would be protected under the current ordinance (greater than 2 inches in diameter at 4.5 feet above grade) and those protected under the proposed standard (greater than 24 inches in diameter at 4.5 feet above grade). As noted in **Table 4.5-1, Oak Tree Assessment**, below, the Oak Tree Permits inventoried a total of 526 oak trees. Of these trees, 94 percent (494 trees) would be protected under current oak tree preservation standards, and 22 percent (116 trees) would be protected under the proposed standard.

By applying the average density of oaks/acre from the Oak Tree Permits (4.3 oaks/acre average) to the areas known to have oaks but no Oak Tree Permit, an estimated 707 oaks are located within the Specific Plan area, of which 156 (22 percent) would be protected, and 551 trees (78 percent) would be subject to removal under the proposed 24 inches in diameter standard.

**Table 4.5-1**  
**Oak Tree Assessment**

| Category                                 | Acres             | Number of Oak Trees | Number of Oak Trees Protected Under Current Ordinance (greater than 2" diameter) | Number of Oak Trees Protected Under Proposed Standard (greater than 24" diameter) |
|--|-------------------|---------------------|--|---|
| Parcels with Oak Tree Permit             | 121 (53%)         | 526                 | 494 (94%)  | 116 (22%)   |
| Parcels with oaks and no Oak Tree Permit | 42 (19%)          | 181 <sup>1</sup>    | 169 <sup>2</sup>   | 40 <sup>2</sup>   |
| No oak trees on site                     | 64 (28%)          | 0                   | N/A  | N/A   |
| <b>Total</b>                             | <b>227 (100%)</b> | <b>707</b>          | <b>663</b>   | <b>156</b>  |

Source: City of Thousand Oaks, 2011

<sup>1</sup> Oak tree count based on average of 4.3 oaks/acre from Oak Tree Permits x 42 acres.

<sup>2</sup> Number based on proportion of oaks protected under current and proposed oak tree standards from parcels with Oak Tree Permits.

As noted in **Table 4.5-1**, approximately 78 percent of the estimated oaks within the Specific Plan area would lose protected status under the proposed standard. Many of the trees with the potential for removal (less than or equal to 24 inches in diameter at 4.5 feet above grade) are large, significant components of the urban forest for which there would not be adequate mitigation. While the intent of this exemption is to enable some underutilized parcels to redevelop in a way that would promote their buildout potential and desired density, it clearly has the potential to produce significant, adverse, unmitigable impacts, due to General Plan environmental goals and policies, and implementing ordinance that protects oak trees. Consequently, this component of the proposed Specific Plan should be revised to delete the proposed exception to the Oak Tree Preservation Ordinance.

### ***Mitigation Measures***

**MM 4.5-4** The Specific Plan should be revised to delete the proposed exception to the existing Oak Tree Preservation and Protection Ordinance and thus the Specific Plan area would be subject to the same oak tree protections as the rest of the City.

**MM 4.5-5** Development projects within the Specific Plan area shall comply with City standards for protection of oak trees, and replacement where removal is allowed as set forth in the Thousand Oaks Oak Tree Preservation and Protection Guidelines (Resolution 2010-014). In most cases, this Resolution requires that each oak tree of protected size approved for removal be replaced by two 24 inch boxed specimens and one 36 inch boxed specimen.

### ***Residual Impacts***

Impacts would be reduced to a less than significant level. (Class II)

Other thresholds of significance identified in the *State CEQA Guidelines* and listed in the Thresholds of Significance sub-section above, relating to effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, projects that may have a substantial adverse effect on federally protected wetlands, and projects that may conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan are not applicable. The Specific Plan area is not located near these resources or within any conservation plan area.

## **CUMULATIVE IMPACTS**

Direct impacts to biological resources resulting from future development that may result from the adoption of the proposed Specific Plan would be similar to those that would result from projected growth in the City under existing General Plan conditions. Losses of individual oak trees would not be reasonably expected to increase with adoption of the proposed Specific Plan if oak tree protection standards are retained. However, under the existing Oak Tree Preservation and Protection Ordinance, an oak tree within the Specific Plan area would be exempt from this Ordinance if it is less than 2 inches in diameter when measured 4.5 feet above the tree's natural grade. All other oak trees would be protected by the Oak Tree Ordinance, which requires mitigation for any removal or encroachment within the protected zone. Current activity within the Specific Plan area has some indirect impacts on biological resources. Such impacts are caused by the presence of humans, and the introduction of landscaping and non-native animal species. Indirect effects on biological resources during implementation of the proposed Specific Plan would be largely similar to current and expected impacts on those resources under the current *City of Thousand Oaks General Plan*.

The cumulative operational impacts from the proposed Specific Plan would not result in substantial damage to sensitive species or habitats, due in large part to the low biological diversity now present within and adjacent to the Specific Plan area. Therefore, the contribution of the proposed Specific Plan to this impact would not be cumulatively considerable.

## 4.6 CULTURAL RESOURCES

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### INTRODUCTION

*This section of the environmental impact report (EIR) addresses cultural resources present within the Thousand Oaks Boulevard Specific Plan Area (Specific Plan) area. Information utilized in this analysis is based on a records search of the South Central Coastal Information Center (SCCIC) to determine if cultural resources were previously recorded within the Specific Plan area and information on historic resources provided by the City of Thousand Oaks Conservation Element. A complete copy of the records search is provided in **Appendix 4.6** of this EIR.*

### ENVIRONMENTAL SETTING

#### Archaeological Resources

The Conejo Corridor, which includes significant portions of the City of Thousand Oaks, contains numerous archaeological resources. For over 1,000 years prior to European occupation, the Conejo Corridor was an integral part of a much larger Chumash territory that extended well inland from the coast and channel islands to include all of Santa Barbara, most of Ventura and parts of San Luis Obispo, Kern and Los Angeles counties. Locally, sites related to Late Prehistoric period occupation dating from approximately A.D. 500 to historic contact, yield abundant evidence about the ecological equilibrium, which characterized the lifeways of these indigenous native people before the arrival of foreign explorers.

The earliest known inhabitants of this general area of Southern California were transient hunters that arrived sometime around 12,000 B.C. Eventually, they would become the cultural ancestors of the modern Chumash who imprinted the Conejo Corridor with signs of continuous habitation for the past 7,000 years. In particular, the Millingstone (5,500 B.C.–1,500 B.C.) and Intermediate (1,500 B.C.–A.D. 500) periods witnessed year-round, multi-purpose use by a stable resident population estimated to be somewhere in the range of 400–600 people. During these ancient times a number of site types evolved, including permanent villages, semi-permanent seasonal stations, hunting camps and gathering localities focused on plant resources. Typically, people lived in largely open sites along watercourses and also in caves and rock shelters, some of which contained paintings and were used for ceremonial purposes.

As permanent Chumash villages gradually increased in size within the Conejo Corridor, extensive trade networks were established with areas located much further inland and with major coastal villages, especially Mugu and Malibu. This type of interaction not only augmented existing food supplies but provided access to locally unavailable stone and shell materials necessary for the production of durable tools and other implements.

Many of these Conejo sites have been systematically investigated over the years and the well preserved artifacts recovered during these excavations have been analyzed by archaeologists in order to reconstruct many details of daily life, as well as the evolution of long term social patterns. Unusually noteworthy discoveries in recent years include bear bone whistles, flutes made of California condor bones and small stone bowls stained with traces of red pigment. Working in cooperation with representatives of the local Native American Indian Council, as well as professional archaeological consultants and University staff, a significant number of previously recorded habitation and specialized activity sites have been permanently preserved within the City's open space system. Where preservation has not been possible due to development, or increased susceptibility to vandalism, systematic testing and data recovery procedures have been implemented with the assistance of Native American monitors. Although the majority of cultural resources recovered during the earliest excavations continue to be kept in storage at UCLA, at the request of the local Native American Indian Council, several of the more recent artifact collections have been returned to the Conejo Valley for curation and display at the Stagecoach Inn Museum.

### **Paleontological Resources**

During the Pleistocene Epoch (1.8 million to 10,000 years ago) California made a transition from shallow marine to terrestrial as the ocean receded. In the Los Angeles area, the developing terrestrial landscape had a climate that was moister than the present, with free flowing streams and relatively abundant standing water.

A dynamic community of large animals migrated into Southern California during this period attracted by the abundant resources and fleeing the ice sheet encroaching from the north. The community included large herbivores like North American native horses, camels, and mastodon plus Eurasian immigrants like mammoth and bison. They were joined by immigrants from South America including ground sloths and llama. The herbivores were pursued by predators such as the short-faced bear, dire wolf, saber-toothed cat, and American lion. Most of these large animals became extinct at the end of the Ice Age. However, the many types of smaller animals including rabbits, rodents, birds, and invertebrates mostly survive into present times.

### **Historical Resources**

The first Europeans to visit the Conejo Valley were Gaspar de Portola and his expedition in 1769. The Conejo Valley's colorful history of ranching and farming began in 1803, when most of the Valley was included in the Spanish land grant "Rancho el Conejo," after which the Conejo Valley received its name. Ranching included both cattle and sheep, and lasted until well into the 1900s.

Farming began on a large scale in the valley about 1872, when Rancho el Conejo was sold and smaller parcels were rented out for farming. Principal crops included wheat, hay, and barley, with occasional fruit and nut orchards. By 1875, the Conejo Valley was also an important stagecoach stop on the route between Los Angeles and Santa Barbara, with travelers stopping for lunch or overnight stays.

The history of Thousand Oaks is preserved in several historical landmarks and interpretive sites. Currently, historic landmark designations are approved by the City Council based on recommendations made by the Arts Commission. Previously, these designations were made by the Ventura County Cultural Heritage Board and approved by the City Council. Two of these sites are located in close proximity to the Specific Plan area:

- Jungleland Site (designated March 1981): The original buildings and animal compound were built in the 1920s and later demolished in the mid-1970s. This site is currently occupied by the Thousand Oaks Civic Arts Plaza and is actually in a separate specific plan area, the Civic Arts Plaza Specific Plan. Location: Conejo School Road and Thousand Oaks Boulevard.
- Crowley House (designated December 1986): Built 1910. Location: 2224 Pleasant Way (next to Parque de la Paz), just outside the Specific Plan area.

## REGULATORY FRAMEWORK

### Federal Regulations

#### *National Historic Preservation Act of 1966*

The National Historic Preservation Act of 1966 established the National Register to recognize resources associated with the country's history and heritage. Structures and features usually must be at least 50 years old to be considered for listing on the National Register—barring exceptional circumstances. Criteria for listing on the National Register, which are set forth in the Code of Federal Regulations,<sup>1</sup> are significance in American history, architecture, archaeology, engineering, and culture as present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that are any of the following:

- a. associated with events that have made a significant contribution to the broad patterns of our history;
- b. associated with the lives of persons significant in our past;
- c. embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values, represent a significant and distinguishable entity whose components may lack individual distinction;

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<sup>1</sup> Title 26, Part 63 of the Code of Federal Regulations (36 CFR Part 63)

- d. have yielded, or may be likely to yield, information important in prehistory or history. Criterion is usually reserved for archaeological and paleontological resources.

## State Regulations

### *California Register of Historic Resources*

In 1992, the California Register of Historical Resources<sup>2</sup> (CRHR) was created to identify resources deemed worthy of preservation on a state level and was modeled closely after the National Register process. The criteria are nearly identical to those of the National Register but focus on resources of statewide, rather than national, significance. The CRHR encourages public recognition and protection of resources of architectural, historical, archeological, and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for state historic preservation grant funding, and affords certain protections under the California Environmental Quality Act (CEQA). The CRHR automatically includes resources listed on the National Register. Specifically, the CRHR includes the following resources:

- Resources formally determined eligible for, or listed in, the National Register of Historic Places
- State Historical Landmarks numbered 770 or higher
- Points of Historical Interest recommended for listing by the State Historical Resources Commission (SHRC)
- Resources nominated for listing and determined eligible in accordance with criteria and procedures adopted by the SHRC including
  - individual historic resources and historic districts,
  - resources identified as significant in historical resource surveys which meet certain criteria, and
  - resources and districts designated as City or County landmarks pursuant to a City or County ordinance when the designation criteria are consistent with California Register criteria.

### **California Senate Bill 18**

California Senate Bill (SB) 18<sup>3</sup> requires cities and counties to notify and consult with California Native American Tribes about proposed local land use planning decisions in order to protect Traditional Tribal Cultural Places.<sup>4</sup> Cities and counties must obtain a list of the California Native American tribes from the

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<sup>2</sup> State CEQA Guidelines, Sec. 15064.5

<sup>3</sup> California Government Code, Sec. 65040.2, 65092, 65351, 65352, and 65560 and California Civic Code, Sec. 815.3

<sup>4</sup> California Senate Bill 18, Chapter 905, Statutes of 2004.



Native American Heritage Commission (NAHC) whose traditional lands within the agency's jurisdiction may be affected by a proposed adoption or amendment of a general plan or specific plan. Prior to the adoption or substantial amendment of the general plan or specific plan, a local government must refer the proposed project to those tribes on the Native American contact list that have traditional lands within the agency's jurisdiction, if the project is expected to impact cultural resources

To help local officials meet these new obligations, SB 18 requires the Governor's Office of Planning and Research (OPR) to amend its General Plan Guidelines to include advice to local government on how to consult with California Native American tribes.

Developed in consultation with the NAHC, the OPR guidelines include advice for consulting with California Native American Tribes for<sup>5</sup>

- the preservation of, or the mitigation of impacts to, cultural places;
- procedures for identifying through the NAHC the appropriate California Native American tribes;
- procedures for continuing to protect the confidentiality of information concerning the specific identity, location, character, and use of cultural places; and
- procedures to facilitate voluntary landowner participation to preserve and protect the specific identity, location character, and use of cultural places.

## Local Regulations

### *City of Thousand Oaks*

#### **Thousand Oaks General Plan**

The *Thousand Oaks General Plan* Conservation Element contains the following policies that are relevant to cultural resources within the Specific Plan area:

- |       |  |
|-------|--|
| CO-32 | All information or maps on file with the City pertaining to the location of previously recorded archaeological sites within the Thousand Oaks Planning Area shall remain confidential unless specifically authorized to be released to the public by the local Native American Indian Council. |
| CO-33 | Management of cultural resources such as archaeological sites, historic structures, or places shall emphasize resource protection and preservation.  |

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<sup>5</sup> California Government Code, Section 65040.2(g).

- CO-34 The preferred method for preserving any previously recorded archeological site shall be by deed restriction as permanent "open space," in order to prevent any future development or use that might otherwise adversely impact these resources.
- CO-35 Decisions pertaining to the disposition of archaeological, historical and cultural resources shall be made in concert with recognized public agencies, groups or individuals having jurisdiction, expertise or interest in these matters, including but not limited to the State Office of Historic Preservation, Thousand Oaks Cultural Heritage Board and local Native American Indian Council, including other designated representatives and affected property owners.

### **Thousand Oaks Municipal Code**

Section 7-3.09(i) of the Thousand Oaks Municipal Code is part of the City's Grading Ordinance and authorizes the City to impose conditions on grading permits to protect known cultural or paleontological resources and also requires that unknown sites discovered during grading be reported to the City and that work be suspended as necessary to allow time to investigate the resources and develop conditions to appropriately protect it.

## **ENVIRONMENTAL IMPACTS**

### **Thresholds of Significance**

The following thresholds for determining the significance of impacts related to cultural resources are contained in the environmental checklist form contained in Appendix G of the most recent update of the *State CEQA Guidelines*. A significant impact would occur if the proposed Specific Plan would:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.
- Disturb any human remains, including those interred outside of formal cemeteries.

## Methodology

Archaeological and historical investigations include: a record search completed at the South Central Coastal Information Center at California State University in Fullerton; and a sacred lands search conducted by the Native American Heritage Commission. The results of the sacred lands did not identify any sensitive Native American cultural resources either within or near the Specific Plan area. The record search identified 13 archeological sites within 0.5 mile of the Specific Plan area including two within the Specific Plan area. No sites within the Specific Plan area were listed on the California Points of Historical Interest, California Historical Landmarks, California Register of Historical Resources, the National Register of Historic Places, or the California Historic Resources Inventory. The reader is referred to **Appendix 4.6** for all correspondence and results associated with the archeological and historical investigations.

## Impact Analysis

|                  |   |
|------------------|---|
| <b>Threshold</b> | <b>Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.</b> |
|------------------|---|

**Impact 4.6-1                      Future development that may result from the adoption of the proposed Specific Plan would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5. (Class III)**

The records search showed no sites within the Specific Plan area that were listed on the California Points of Historical Interest, California Historical Landmarks, California Register of Historical Resources, the National Register of Historic Places, or the California Historic Resources Inventory. However, there are two sites designated as historic landmarks by the City Council that exist in close proximity to the Specific Plan area. These sites are the Jungleland Site, which is currently occupied by the Civic Arts Plaza, and the Crowley House, which was built in 1910.

The Jungleland site has been redeveloped as the Civic Arts Plaza under the auspices of the City of Thousand Oaks, and appropriate commemoration of the historic aspects of the site has been made via an exhibit on the grounds. The Crowley house is owned and used by the Conejo Recreation and Park District. The proposed Specific Plan would not affect either of these sites. Adoption of the proposed Specific Plan would not have the potential to impact these historical resources through alteration of the historical characteristics particular to that resource, since it will not govern their use.

Specific development projects proposed within the Specific Plan area located near the Jungleland site and the Crowley House would be very unlikely to potentially affect the historic character of either of these two sites, but would nevertheless undergo project-level review to assure no impact.

Further, each related project would be required to comply with the requirements of *State CEQA Guidelines* Section 15064.5, to assure that potential impacts are mitigated to the extent feasible. The lead agency is required to identify feasible mitigation measures to mitigate significant adverse changes in the significance of a historical resource. Therefore, future development that may result from the adoption of the proposed Specific Plan would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5, and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

|                  |  |
|------------------|--|
| <b>Threshold</b> | <b>Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.</b> |
|------------------|--|

**Impact 4.6-2**      **Future development that may result from the adoption of the proposed Specific Plan could cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064. However, implementation of proposed mitigation would ensure that implementation of the proposed Specific Plan would not cause an adverse effect on archaeological resources. (Class II)**

The records search identified two archeological sites within the Specific Plan area and 11 archeological sites within 0.5 mile of the Specific Plan area. Most of the Specific Plan area has been developed, and therefore has been subject to extensive disruption and contains fill materials. Therefore, any archaeological resources that may have existed at one time may have been previously disturbed in those areas, or were mitigated in accordance with conditions applied to previous development. A sacred lands records search conducted by the Native American Heritage Commission indicates that there are no Native American cultural resources, including previous burial grounds, known to be present within the Specific Plan area or the immediate vicinity of the Specific Plan area.

However, even though the Specific Plan area has been previously disturbed, construction activities associated with subsequent individual development projects within the Specific Plan area have the potential to unearth undocumented resources if construction disturbs areas that have not been previously disturbed. This impact is potentially significant, although there is a low probability of occurrence due to the developed nature of the Specific Plan area.

Implementation of the proposed mitigation measure listed below would require that the City be notified immediately if any unknown archaeological resources are uncovered during construction and that actions be taken to preserve the find. With the implementation of this mitigation measure, future development that may result from the adoption of the proposed Specific Plan would not cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5, and this impact is reduced to a less than significant level.

### ***Mitigation Measures***

The following mitigation measure reflects the City's Municipal Code requirement and will mitigate potential impacts to any archeological resources that may be discovered in the Specific Plan area.

**MM 4.6-1** If archaeological resources are uncovered on the project site during excavation, the developer must notify the City of Thousand Oaks immediately and work must stop within a 100-foot radius until a qualified archeologist (one who meets the Secretary of the Interior's guidelines) has evaluated the find. Construction activity may continue unimpeded on other portions of the project site. If the find is determined by the qualified archeologist to be a unique archeological resource, as defined by Section 2103.2 of the Public Resources Code, the site shall be treated in accordance with the provisions of Section 21083.2 of the Public Resources Code. If the find is determined not to be a unique archeological resource, no further action is necessary and construction may continue.

### ***Residual Impacts***

Impacts would be reduced to a less than significant level. (Class II)

|                  |   |
|------------------|---|
| <b>Threshold</b> | <b>Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.</b> |
|------------------|---|

**Impact 4.6-3**                      **Future development that may result from the adoption of the proposed Specific Plan could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. However, implementation of proposed mitigation would ensure that implementation of the proposed Specific Plan would not cause an adverse effect on paleontological resources. (Class II)**

Significant, non-renewable vertebrate fossils may exist within the Specific Plan area. Due to existing development, the Specific Plan area has been subject to extensive disruption and contains fill materials. Any paleontological resources that may have existed at one time have likely been previously disturbed. However, even though the Specific Plan area has been previously disturbed, construction activities associated with subsequent individual development projects within the Specific Plan area have the potential to unearth undocumented resources if construction disturbs areas that have not been previously disturbed. This impact would be potentially significant, although there is a low probability of occurrence due to the developed nature of the Specific Plan area.

Implementation of the proposed mitigation measure listed below would require that the City be notified immediately if any unknown paleontological resources are uncovered during construction and that actions be taken to preserve the find. With the implementation of this mitigation measure, future development that may result from the adoption of the proposed Specific Plan would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, and this impact is reduced to a less than significant level.

### ***Mitigation Measures***

The following mitigation measure reflects the City's Municipal Code requirement and will mitigate potential impacts to any paleontological resources that may be discovered in the Specific Plan area.

**MM 4.6-2**                      In the event that previously unknown paleontological resources are encountered during excavation and/or construction activities, the City of Thousand Oaks shall be notified immediately and work within 100 feet of the find shall stop to allow a certified paleontologist to evaluate and appropriately remove the find for preservation, identification, analysis and the eventual storage of paleontological resources found during excavation and/or construction activities.

### ***Residual Impacts***

Impacts would be reduced to a less than significant level. (Class II)

|                  |  |
|------------------|--|
| <b>Threshold</b> | <b>Disturb any human remains, including those interred outside of formal cemeteries.</b> |
|------------------|--|

**Impact 4.5-3**                      **Future development that may result from the adoption of the proposed Specific Plan could disturb human remains, including those interred outside of formal cemeteries. However, implementation of proposed mitigation would ensure that implementation of the proposed Specific Plan would not cause an adverse effect on paleontological resources. (Class II)**

As previously noted, a sacred lands records search indicated that there are no Native American cultural resources, including previous burial grounds, known to be present within the Specific Plan area or the immediate vicinity of the Specific Plan area. However, even though there are no known Native American cultural resources, including burial grounds, within the Specific Plan area, construction activities associated with subsequent individual development projects within the Specific Plan area have the potential to unearth undocumented resources in previously undisturbed areas, as such activities would anywhere in the City. This impact is potentially significant, although there is a low probability of occurrence due to the developed nature of the Specific Plan area.

Implementation of the proposed mitigation measure listed below would require the City to manage the discovery of human remains in accordance with Section 5097.98 of California's Public Resources Code Section and Section 7050.5 of California's Health and Safety Code. With implementation of this mitigation measure, future development that may result from the adoption of the proposed Specific Plan would not cause a substantial disturbance of any human remains, and this impact is reduced to a less than significant level.

### ***Mitigation Measures***

The following mitigation measure, which reflects existing applicable state law, will mitigate potential impacts to any human remains that may be discovered in the Specific Plan area.

**MM 4.6-3**                      If potential human remains are encountered during ground-disturbing activities, all work shall halt, and the Ventura County Coroner's Office shall be notified, as prescribed in Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5. If the Coroner determines that the remains are of Native American origin, the Coroner shall

proceed as directed in Section 15064.5(e) of the *State CEQA Guidelines*. The City of Thousand Oaks shall follow all guidelines outlined in Public Resources Code Section 5097.98 and Section 5097.94(k).

### ***Residual Impacts***

Impacts would be reduced to a less than significant level. (Class II)

## **CUMULATIVE IMPACTS**

### **Historical Resources**

Where resources in close proximity or with similar valued characteristics would be adversely affected, development within Thousand Oaks could represent an incremental adverse impact on historic resources. Few historical resources exist within the City, therefore, the potential for adverse impacts is considered low. Specific projects proposed within the Specific Plan area would be required to undergo project-level review. Further, each related project would be required to comply with the requirements of CEQA Section 15064.5, to assure that potential impacts are mitigated to the extent feasible. Therefore, adoption of the proposed Specific Plan will not contribute to this cumulative impact.

### **Archaeological Resources**

Development of other projects within the City of Thousand Oaks may also require grading and excavation that could potentially affect previously undiscovered archaeological resources, including human remains. The cumulative effect of this development could contribute to the loss of subsurface cultural resources, if these resources were not protected upon discovery, and this represents a cumulatively significant impact. CEQA requirements for protecting archaeological resources are applicable to all development within the City. Because subsurface archaeological resources would be protected upon discovery as required, impacts to those resources would likely be reduced to a less than significant level. However, all projects subject to CEQA would require approval by the City. Implementation of the proposed Specific Plan, with incorporation of mitigation, would reduce impacts related to archaeological resources to less than significant levels. Consequently, the adoption of the proposed Specific Plan will not contribute to this cumulative impact.



## Paleontological Resources

The cumulative effect of development within the City of Thousand Oaks could contribute to the loss of subsurface paleontological resources, if these resources were not protected upon discovery, and this represents a cumulatively significant impact. CEQA requirements for protecting paleontological resources are applicable to other development within the City. Because subsurface paleontological resources would be protected upon discovery as required by law, impacts to those resources would be reduced to less than significant levels. Implementation of the proposed Specific Plan, with incorporation of mitigation, would reduce impacts related to paleontological resources to less than significant levels. Consequently, the adoption of the proposed Specific Plan will not contribute to this cumulative impact.

### INTRODUCTION

*This section discusses the potential impacts to water supply and water infrastructure from the implementation of the Thousand Oaks Boulevard Specific Plan (Specific Plan or Specific Plan area). Information utilized in this analysis is based on a Water Supply Assessment (WSA) prepared for the Specific Plan by Impact Sciences, Inc., in May 2011. A complete copy of the WSA is provided in **Appendix 4.7** of this environmental impact report (EIR).*

### ENVIRONMENTAL SETTING

#### Existing Conditions

##### *City of Thousand Oaks*

The City of Thousand Oaks is one of four water retailers within the City which distributes imported water from Calleguas Municipal Water District (CMWD) to residents within the City. The City of Thousand Oaks services approximately 36 percent of the residents. The Specific Plan area is located almost entirely within the service area of the City of Thousand Oaks. Of the 345-acre Specific Plan area, 99 percent (340 acres) is within the City's water service area. Two parcels (both developed) are located outside the Specific Plan area. These consist of a 3.6-acre parcel located at the northwest corner of Moorpark Road and Thousand Oaks Boulevard that is with the California American Water Company (Cal-Am) service area, and a 1.37-acre parcel located at the northwest corner of Duesenberg Drive and Thousand Oaks Boulevard that is within the California Water Service area. Analysis of the City water service area, which provides water to almost the entire Specific Plan area, satisfies WSA requirements per Senate Bill (SB) 610 and SB 221.

The City water service area is essentially a built-out community comprised primarily of residential areas. Significant commercial areas exist along Thousand Oaks Boulevard, the 101 Freeway, and portions of Avenida de los Arboles and Moorpark Road. The City serves approximately 16,900 accounts with approximately 60 percent of the City's customers within service zones that require additional pumping. The City does not serve any agricultural users. Anticipated changes in land use would primarily occur through redevelopment of existing land uses and small developments in the various vacant parcels scattered throughout the City.

## Water Supply

The City's current (2010) water supply consists of imported surface water from the CMWD and local groundwater from the City wells. The City is allocated 11 percent of CMWD's imported water supplies. The City uses CMWD water for potable use and uses groundwater only as irrigation, due to its poor water quality. In addition, while the City does not supply recycled or desalinated water within its service area, the City receives conservation credits for supplying treated water from the City's Hill Canyon Wastewater Treatment Plant (HCTP) to the Calleguas Creek Diversion Project.

### *Imported Water*

The CMWD receives its imported water supply from the Metropolitan Water District of Southern California (MWD). The source of MWD's supply is from both the State Water Project and the Colorado River. Water is filtered and disinfected at MWD's Joseph Jensen Filtration Facility in Granada Hills. CMWD receives the treated water from MWD via the MWD West Valley Feeder and either stores the treated water in Lake Bard to be treated later or feeds the water directly to the Las Posas aquifer.

Effective on January 3, 2003, the City executed a "Purchase Order" with the CMWD. Under the terms of the purchase order, the City agrees to purchase water from Calleguas during the contract term (10 years 2003 through 2013) not less than the purchase order commitment (80,915.4 acre-feet [af]). CMWD water sold to the City in an amount greater than the Tier 1 Annual Maximum shall be sold to the City at the Tier 2 supply rate. In 2010, the City purchased 10,977.6 af of water.

### *Groundwater*

The Thousand Oaks Area Groundwater Basin covers approximately 3,110 acres and has an estimated total storage capacity of 130,000 af, according to the Ventura County Public Works Agency (VCPWA) as recorded in 2002.<sup>1</sup> The estimated groundwater in storage in 1999 was estimated at 87 percent, or 113,000 af.<sup>2</sup>

The City owns four groundwater production wells throughout the service area, two of which are currently active. The VCPWA utilizes the two active wells to collect and monitor groundwater levels.<sup>3</sup> The wells are categorized as irrigation wells, meaning the wells are solely intended for pumping

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<sup>1</sup> City of Thousand Oaks, Public Works Department, *Draft 2010 Urban Water Management Plan*, 2011.

<sup>2</sup> California Department of Water Resources, *California's Groundwater Bulletin 118, South Coast Hydrologic Region*, Updated 2004.

<sup>3</sup> Telephone communication between Ventura County Public Works Agency, Groundwater Section and Impact Sciences, Inc. on May 17, 2010.

groundwater for irrigation. However, the groundwater is used for irrigation purposes only, due to its poor water quality.

The Hillcrest Drive well pumped approximately 889 hundred cubic feet (hcf),<sup>4</sup> or approximately 2 af, from May 2009 through April 2010. The Los Robles Golf Course well pumped approximately 341 hcf, or approximately 0.75 af, during the same period above. However, the pump was out of operation for a lengthy period of time. It is currently more expensive for the City to operate the Hillcrest Drive well than it is to use treated potable water. The water usage of the well is minimal and will have an insignificant impact on the water distribution system.

#### *Recycled Water and Desalinated Water*

The Calleguas Creek Diversion Project was developed and aimed to utilize reclaimed water in the region and reduce overdraft of the groundwater. This project is the result of a long water rights process that has recently been completed with the approval, by the State Water Resources Control Board, of the City's appropriative water permit. Now operational, the project diverts reclaimed water discharged from the HCTP for agricultural reuse on farmlands in the Santa Rosa Valley and the Oxnard Plain.<sup>5</sup>

Through cooperative agreements with the CMWD, the Camrosa Water District, and the Pleasant Valley Water District, almost all of the treated effluent from the HCTP is currently put to beneficial uses, and a portion of the groundwater placed in storage through an in-lieu process is transferred to CMWD to be recovered as a potable supply.

Through these agreements, the City receives conservation credits to be used to offset the effects of future water shortages. The project delivers approximately 8,000 to 10,000 af of water annually for various beneficial uses along Conejo and Calleguas Creek, in the Santa Rosa Valley and the Oxnard Plain. For each acre-foot not extracted from the Oxnard Plain because of the availability of project-recycled water, the City receives half an acre-foot to be placed in a potable water conservation bank to be used in case of a water supply shortage. Since the project minimum yield is 3,000 acre-feet per year (afy), this guarantees at least 1,500 af in conservation credits, which is shared with the three principal water retailers: the City, Cal-Am, and California Water Service. Based on existing flows (2010), the HCTP diverts approximately 7,416 afy of reclaimed water for the Conejo Creek Diversion Project.

Currently, the City does not supply recycled or desalinated water within its service area.

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<sup>4</sup> 1 hundred cubic feet (hcf) = 748 gallons and 325,851 gallons = 1 acre foot.

<sup>5</sup> City of Thousand Oaks, "Wastewater Collection and HCTP," [http://ci.thousand-oaks.ca.us/government/depts/public\\_works/wastewater/default.asp](http://ci.thousand-oaks.ca.us/government/depts/public_works/wastewater/default.asp). May 2010.

## Water Production

Water production by the City, both for imported water from CMWD and the groundwater, for 2008, 2009, and 2010 are shown in **Table 4.7-1, City of Thousand Oaks Water Production**. **Table 4.7-2, Current and Projected Water Supplies for the City of Thousand Oaks Water Service Area**, consists of a summary of the current and projected water supplies at five-year intervals through year 2035.

**Table 4.7-1**  
**City of Thousand Oaks Water Production (acre-feet)**

| Source          | 2008          | 2009          | 2010          |
|-----------------|---------------|---------------|---------------|
| From CMWD       | 14,310        | 12,902        | 10,977        |
| From City Wells | 75            | 3             | 46            |
| <b>Total</b>    | <b>14,385</b> | <b>12,905</b> | <b>11,023</b> |

Source: City of Thousand Oaks Public Works Department and CMWD purchased water (**Appendix 4.7**).

Note:

CMWD = Calleguas Municipal Water District

**Table 4.7-2**  
**Current and Projected Water Supplies for City of Thousand Oaks Water Service Area**

| Water Supply<br>Source         | Acre-Feet per Year  |               |               |               |               |               |
|--------------------------------|---------------------|---------------|---------------|---------------|---------------|---------------|
|                                | 2010                | 2015          | 2020          | 2025          | 2030          | 2035          |
| CMWD                           | 10,977 <sup>1</sup> | 13,965        | 15,360        | 15,360        | 15,360        | 15,360        |
| Local Groundwater <sup>2</sup> | 0                   | 0             | 0             | 0             | 0             | 0             |
| <b>Total Supplies</b>          | <b>10,977</b>       | <b>13,965</b> | <b>15,360</b> | <b>15,360</b> | <b>15,360</b> | <b>15,360</b> |

Source: Thousand Oaks Boulevard Specific Plan WSA, Table 2-9.

<sup>1</sup> Actual water purchased from CMWD. The City's purchased water summary from CMWD shows an average of 13,284 acre-feet (af) for 2005-2010.

<sup>2</sup> Groundwater extraction is used strictly for irrigation purposes for the Los Robles Golf Course and City landscape irrigation. Both wells are located outside the City's Service Area.

Note: CMWD's Draft 2010 UWMP shows a demand of 12,780 af for 2010 which was above the actual demand of 10,977 af per the City's metered data.

## Water Distribution System

### *Distribution Infrastructure*

The City water system consists of approximately 317 miles of transmission and distribution pipelines, 10 pump stations, and 16 reservoirs with a total capacity of 35.5 million gallons. Water is delivered to the system through 10 turnouts from the CMWD system. The City service boundary includes the Conejo Oaks area, which was formerly served by the Cal-Am. An agreement between the City and Cal-Am, approved by the California Public Utilities Commission, allowed this area to be transferred to the City water system service area on January 1, 2008.<sup>6</sup>

Water is provided to the area north of Erbes Road by the Kelly system and to the area south of Erbes Road by the Freeway/La Granada system.

### *Specific Plan Area*

#### Water Use

**Table 4.7-3, Existing Water Demand within the Specific Plan Area**, shows the estimated exiting water demand currently generated by the land uses within the Specific Plan area, as described in **Section 3.0, Project Description**. Currently, the uses within the Specific Plan area demand approximately 360 afy of water. This is approximately 3 percent of the 11,023 afy of water demanded within the City's service area.

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<sup>6</sup> California Public Utilities Commission, Settlement Agreement Between Cal-Am and Thousand Oaks, [http://docs.cpuc.ca.gov/published/comment\\_decision/41398-05.htm](http://docs.cpuc.ca.gov/published/comment_decision/41398-05.htm), 2004.

**Table 4.7-3  
Existing Water Demand within the Specific Plan Area**

| <b>Use Type</b>                 | <b>Number of Units</b> | <b>Water Demand Rate<sup>1</sup></b> | <b>Gallons per day</b> | <b>Gallons per year</b> | <b>Acre-feet per Year</b> |
|---------------------------------|------------------------|--------------------------------------|------------------------|-------------------------|---------------------------|
| Commercial Uses                 | 1,800,000 sq.ft.       | 130 gal/ksf/day                      | 234,000                | 85,410,000              | 262.1                     |
| Single-Family Residential Units | 18 du                  | 440 gal/du/day                       | 7,920                  | 2,890,800               | 8.9                       |
| Industrial uses                 | 39,000 sq. ft.         | 60 gal/ksf/day                       | 2,340                  | 854,100                 | 2.6                       |
| Assisted living                 | 341 residences         | 180 gal/du/day                       | 61,380                 | 22,403,700              | 68.8                      |
| Irrigation                      | 4.6 acres              | 3,400 gal/ac/day                     | 15,640                 | 5,708,600               | 17.5                      |
| <b>Total</b>                    |                        |                                      | <b>321,280</b>         | <b>117,267,200</b>      | <b>359.8</b>              |

Source: Impact Sciences, Inc. May 2011.

<sup>1</sup> Water demand rates were obtained from the City of Thousand Oaks, 2005 Water Master Plan.

sq.ft. = square feet; du = dwelling units; gal = gallons; ksf = 1,000 square feet; ac = acres.

As of 2011, the Specific Plan area does not utilize recycled water or desalinated water.

## **Water Distribution System**

### ***Distribution Infrastructure***

The existing water distribution system within the Specific Plan area includes the following:

- A water main line runs along Thousand Oaks Boulevard and supplies water to service laterals and fire hydrants as well as surrounding neighborhoods;
  - a 10-inch supply line runs south along Thousand Oaks Boulevard from Baker Avenue to Rancho Road;
  - a 14-inch supply line runs south along Thousand Oaks Boulevard from Rancho Road to Erbes Road;
  - a 16-inch supply line runs south along Thousand Oaks Boulevard from Erbes Road to Conejo School Road; and
  - a 10-inch supply line runs south along Thousand Oaks Boulevard from Conejo School Road to Skyline Drive.

Service laterals and hydrants branch from these mainlines and supply water to neighborhoods outside of the Specific Plan area as well as businesses within the boundary that will likely redevelop.

According to City Staff, all water lines along Thousand Oaks Boulevard are in good condition, are able to support existing demand, and able to maintain pressure above the required 45 pounds per square inch (psi).<sup>7</sup>

Storage for the Specific Plan area is provided by three tributary reservoirs totaling 5.5 million gallons.

## REGULATORY FRAMEWORK

### Federal Regulations

#### *Safe Water Drinking Act*

The federal Clean Water Act (CWA) Section 401<sup>8</sup> regulates the discharges of pollutants into “waters of the US” from any point or non-point source.

In 1972, the CWA was amended to prohibit the discharge of pollutants to waters of the United States unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. The CWA focused on tracking point sources, primarily from wastewater treatment facilities and industrial waste dischargers, and required implementation of control measures to minimize pollutant discharges. The CWA was amended again in 1987, to provide a framework for regulating municipal and industrial storm water discharges.<sup>9</sup> In November 1990, the U.S. Environmental Protection Agency (U.S. EPA) published final regulations that establish application requirements for specific categories of industries, including construction projects that encompass greater than or equal to 5 acres of land. The Phase II Rule became final in December 1999, thus expanding regulated construction sites to those greater than or equal to 1 acre. The regulations require that storm water and non-storm water runoff associated with construction activity, which discharges either directly to surface waters or indirectly through municipal separate storm sewer systems (MS4s), must be regulated by an NPDES permit.

In the State of California, the program is administered by the local Regional Water Quality Control Board (RWQCB).

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<sup>7</sup> City of Thousand Oaks, *Draft Thousand Oaks Boulevard Specific Plan*, April 2009.

<sup>8</sup> US Code of Federal Regulations, Title 33, Section 404, Clean Water Act.

<sup>9</sup> Ibid., Section 402(p),



## State Regulations

### *California Water Quality Laws*

Under California law, the State Water Resources Control Board (State Board) and nine RWQCB are responsible for implementing the federal CWA and the California Porter-Cologne Water Quality Control Act (Porter-Cologne Act).<sup>10</sup>

The proposed Specific Plan is located within the purview of the Los Angeles RWQCB (Region 4), and must comply with applicable elements of the region's Water Quality Control Plan (Basin Plan), as well as other requirements of the Porter-Cologne Act.

### **Porter-Cologne Water Quality Control Act**

The Porter-Cologne Water Quality Control Act established the principal state program for water quality control.<sup>11</sup> The Porter-Cologne Water Quality Control Act also authorized the State Water Resources Control Board (SWRCB) to implement the provisions of the federal Clean Water Act. The act divided the state into nine RWQCB areas. Each RWQCB implements and enforces provisions of the Porter-Cologne Act and the CWA subject to policy guidance and review by the SWRCB. The Porter-Cologne Act requires each RWQCB to develop a Basin Plan for all areas within its region. The Basin Plan is the basis for each RWQCB's regulatory programs.

### *California Water Supply Laws*

### **Urban Water Management Planning Act**

The Urban Water Management Planning Act<sup>12</sup> (UWMPA) requires urban water suppliers that provide water for municipal purposes to more than 3,000 customers, or more than 3,000 afy of water, to prepare an urban water management plan (UWMP). The intent of the UWMP is to assist water supply agencies in water resource planning given their existing and anticipated future demands. The UWMP must include a water supply and demand assessment comparing total water supply available to the water supplier with the total projected water use over a 20-year period. It is also mandatory that the management plans be updated every five years. For the 2010 update, water agencies that provide retail service have until June 30, 2011, to submit their 2010 UWMPs to the Department of Water Resources (DWR).

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<sup>10</sup> California Water Code, (1969, as amended), Porter-Cologne Water Quality Control Act.

<sup>11</sup> California Water Code, Sections 13000 et seq., Porter-Cologne Act.

<sup>12</sup> Ibid., Sections 10610–10657, Urban Water Management Planning Act.

In recognition of the state requirements, the City of Thousand Oaks has prepared this 2010 UWMP. The purpose of the plan is to document the City's projected water demands and its plans for delivering water supplies to the City's water service area. This plan includes all information necessary to meet the requirements of California Water Code.

### **Water Supply Assessments**

In regard to water supply, California Water Code (commonly referred to as SB 610, according to the enacting legislation) require the preparation of a WSA for certain projects.<sup>13</sup> The Water Code requires a WSA to be prepared for any "project" which would consist of one or more of the following:<sup>14</sup>

- a proposed residential development of more than 500 dwelling units;
- a proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- a proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- a mixed-use project that includes one or more of the projects specified above; or
- a project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

Because it proposes a mixed-use project that includes 375 dwelling units and more than 500,000 square feet of commercial floor space, the proposed Specific Plan is a "project" as defined by Water Code Section 10912, and thus requires a WSA. Although the Specific Plan does not comprise a subdivision, this legislation shows relevant intent to incorporate water supply assessment into the environmental review process.

Generally, a WSA must include an analysis of whether the total projected water supplies available to the water provider during normal, single dry, and multiple dry years over the next 20 years is sufficient to meet the projected water demand associated with the project, in addition to existing and planned future uses.<sup>15</sup> Additional analysis is required if the water supplies identified to serve the project include groundwater.<sup>16</sup>

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<sup>13</sup> California Water Code, Sections 10910–10915 (commonly referred to as SB 610).

<sup>14</sup> Ibid., Section 10910(b).

<sup>15</sup> Ibid., Section 10910(c).

<sup>16</sup> Ibid., Section 10910(d).

Under SB 610, at the time the lead agency determines a project is subject to California Environmental Quality Act (CEQA), the agency must identify the public water system that will provide water service to the project and request the water provider to prepare a WSA for the project.<sup>17</sup>

Upon the water provider's adoption of the WSA, the WSA must be forwarded to the lead agency and incorporated into the CEQA document being prepared for the project.<sup>18</sup>

### **Water Supply Verification**

SB 221<sup>19</sup> amended state law to improve the link between information on water supply availability and certain land use decisions made by cities and counties. SB 610 and SB 221 are companion measures which seek to

- promote more collaborative planning between local water suppliers and cities and counties,
- require that detailed information regarding water availability be provided to city and county decision makers prior to approval of specific large development projects,
- require that this detailed information be included in the administrative record that serves as the evidentiary basis for an approval action by the city or county on such projects, and
- recognize local control and decision making regarding the availability of water for projects and the approval of projects.

SB 221 establishes the relationship between the WSA prepared for a project and the project approval under the Subdivision Map Act. Pursuant to California Government Code, the public water system must provide a written verification of sufficient water supply prior to the approval of a new subdivision.<sup>20</sup> Pursuant to California Government Code Section 66473.7, the City of Thousand Oaks, the public water system for the project, must provide a written verification of sufficient water supply prior to approval. Although the Specific Plan does not comprise a subdivision, this legislation shows relevant intent to incorporate water supply assessment into the environmental review process.

SB 610 modifies the requirements for the water supply assessments already required to be provided by the water suppliers to local planning agencies for certain types of projects. This bill also expands the requirements for certain types of information in a UWMP, including an identification of any existing

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<sup>17</sup> Ibid., Section 10910(b).

<sup>18</sup> California Water Code, Section 10911.

<sup>19</sup> California Business and Professions Code, Section 11010 and California Government Code, Section 66473.4.

<sup>20</sup> California Government Code, Section 66473.7.

water supply entitlement, water rights, or water service contracts held relevant to the water supply assessment for a proposed project, and a description of water deliveries received in prior years.

A “sufficient water supply” under SB 221 is the total water supplies available to the water provider during normal, single dry, and multiple dry years within a 20-year projection, that will meet the projected demand of the proposed subdivision, in addition to existing and planned future uses, including agricultural and industrial uses.<sup>21</sup> The water provider’s verification must be based on substantial evidence such as water supply contracts, capital outlay programs, and regulatory permits and approvals regarding the water provider’s right to and capability of delivering the project supply.

### **2007–2009 State Water Shortage**

To combat California's third consecutive year of drought, Governor Arnold Schwarzenegger, on February 27, 2009, proclaimed a state of emergency and ordered immediate action to manage the crisis.<sup>22</sup> In the proclamation, the Governor used his authority to direct all state government agencies to utilize their resources, implement a state emergency plan and provide assistance for people, communities and businesses impacted by the drought.

The Governor’s order directed various state departments to engage in activity to provide assistance to people and communities impacted by the drought. The proclamation

- requested that all urban water users immediately increase their water conservation activities in an effort to reduce their individual water use by 20 percent;
- directed the DWR to expedite water transfers and related efforts by water users and suppliers;
- directed DWR to offer technical assistance to agricultural water suppliers and agricultural water users, including information on managing water supplies to minimize economic impacts and implementing efficient water management practices;
- directed DWR to implement short-term efforts to protect water quality or water supply, such as the installation of temporary barriers in the Sacramento–San Joaquin Delta or temporary water supply connections;
- directed the Labor and Workforce Development Agency to assist the labor market, including job training and financial assistance;
- directed DWR to join with other appropriate agencies to launch a statewide water conservation campaign calling for all Californians to immediately decrease their water use; and

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<sup>21</sup> California Government Code, Section 66473.7.

<sup>22</sup> Proclamation of the Governor of the State of California, State of Emergency – Water Shortage, February 27, 2009.

- directed state agencies to immediately implement a water use reduction plan and take immediate water conservation actions and requested that federal and local agencies also implement water use reduction plans for facilities within their control.

In particular, the order directs that by March 30, 2009, DWR shall provide an updated report on the state's drought conditions and water availability. According to the proclamation, if the emergency conditions have not been sufficiently mitigated, the governor will consider additional steps. These could include the institution of mandatory water rationing and mandatory reductions in water use; reoperation of major reservoirs in the state to minimize impacts of the drought; additional regulatory relief or permit streamlining as allowed under the Emergency Services Act; and other actions necessary to prevent, remedy or mitigate the effects of the extreme drought conditions.

On March 30, 2011, Governor Brown announced an end to the state's drought, rescinded Executive Order S-06-08 issued on June 4, 2008, and ended the States of Emergency called on June 12, 2008 and February 27, 2009.<sup>23</sup>

### **2009 Comprehensive Water Legislation**

In November 2009, four legislative bills (SBX7-1, SBX7-6, SBX7-7, and SBX7-8) and the supporting bond bill (SBX7-2), creating a comprehensive water package designed to meet California's water challenges, were approved by Governor Schwarzenegger.<sup>24</sup> The legislation establishes the governmental framework to achieve the co-equal goals of providing a more reliable water supply to California and restoring and enhancing the Delta ecosystem. The package includes requirements to improve the management of our water resources by monitoring groundwater basins, developing agricultural water management plans, reducing statewide per capita water consumption 20 percent by 2020, and reporting water diversions and uses in the Delta. It also appropriates \$250 million for grants and expenditures for projects to reduce dependence on the Delta if the bond issue is approved by the voters in the future.

The Safe, Clean, and Reliable Drinking Water Supply Act of 2010 (SBX7-2) will come before the California voters in the future (potentially 2012). If enacted, it would provide funding for California's aging water infrastructure and for projects and programs to improve the ecosystem and water supply reliability for California. The bond bill includes \$2.25 billion for actions improving Delta sustainability. These

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<sup>23</sup> State of California, Office of Governor Jerry Brown, "Governor Brown Ends State's Drought Status, Urges Californians to Continue to Conserve," <http://gov.ca.gov/news.php?id=16959>. March 30, 2011.

<sup>24</sup> Department of Water Resources, *California Water Plan Update 2009*, Volume 4, (December 2009). Reference Guide, Legislation, 2009 Comprehensive Water Package, Special Session Policy Bills and Bond Summary, (November 2009).

investments will help to reduce seismic risk to Delta water supplies, protect drinking water quality, and reduce conflict between water management and environmental protection.

Part of the comprehensive water package included SBX7-7 (Steinberg, Chapter 4, Statutes of 2009)–Statewide Water Conservation. This bill creates a framework for future planning and actions by urban and agricultural water suppliers to reduce California’s water use. This bill requires the development of agricultural water management plans and requires urban water agencies to reduce statewide per capita water consumption 20 percent by 2020.

## Local Plans

### City of Thousand Oaks General Plan

The *City of Thousand Oaks General Plan* Conservation Element contains the following policies that are associated with water service within the Specific Plan area:

- |       |   |
|-------|---|
| CO-17 | Continue to ensure the provision of water in quantities sufficient to satisfy current and projected demand.         |
| CO-18 | Continue to encourage water conservation measures in new and existing developments.                                 |
| CO-19 | Encourage the use of reclaimed water for irrigation purposes.   |
| CO-20 | Continue to develop and utilize groundwater resources to reduce the Planning Area's dependence upon imported water. |

### City of Thousand Oaks Urban Water Management Plan

Pursuant to the California Urban Water Management Planning Act of 1984 as amended in 1995, the City prepared a UWMP in 2005. All water purveyors/urban water suppliers providing water for municipal purposes to more than 3,000 customers or in excess of 3,000 afy are required to prepare such a plan and to update the plan at least once every 5 years, in years ending in five and zero. The objectives of the plan are similar to SB 610 with these exceptions:

- The UWMP addresses the water purveyor’s service area as a whole and not necessarily a specific development project.
- The most significant consequence of not preparing a UWMP is the loss of eligibility for certain state financing programs, whereas the SB 610 WSA report is not a requirement for funding and is, instead, a part of the CEQA environmental process mandated for review of development projects.

The City adopted previous Plans in 1991, 1997, 2000, and most recently in 2005. Currently, the City of Thousand Oaks is in the process of updating the 2005 UWMP with the Draft 2010 UWMP.

### **City of Thousand Oaks Water Conservation Programs**

The City of Thousand Oaks is committed to implementing water conservation programs. Due to the volatile nature of water supply and demand, due in large part to the Bay Delta legislation and the prolonged period of drought, the MWD has implemented a penalty if the water deliveries of CMWD exceeds 85 percent for the water allocation base period. Therefore in June 2009, the Thousand Oaks City Council adopted new mandatory water conservation measures in order to meet reduced water supplies. A base period was determined for future water usage reductions. The base period is the average of usage in 2004, 2005, and 2006. As a result of the mandatory water conservation measures, the City currently has reduced its usage from the base period by 15 percent since 2009.

### ***City Water Conservation Regulations***

In June 2009, the City Council of Thousand Oaks adopted mandatory water conservation measures.<sup>25</sup> Permanent requirements include limited watering hours, limited watering duration, no washing down of hard surfaces, and obligations to fix leaks. The water conservation ordinance has been divided into three levels: Level 1 Water Supply Shortage, Level 2 Water Supply Shortage, and Level 3 Water Supply Shortage. Each level is described below:

- Level 1: Includes the permanent requirements plus limits on watering days (three days per week through the months of April/October; two days per week through November/March).
- Level 2: Includes the permanent requirements plus limiting watering to two days per week (April/October) and one day per week (November/March) plus prohibiting the refilling of pools greater than 1 foot and initial filling.
- Level 3: This level is an emergency condition and prohibits watering or irrigating; prohibits new potable water service; limit on the issuance of building permits; and discontinuation of service if there is a failure to comply.

The City Council may also adopt additional conservation measures in the form of water supply shortages (e.g., Level 1 Water Supply Shortage). As of May 2010, the Level 1 Water Supply Shortage is in effect. The complete water conservation measure is located in the WSA Appendix D in **Appendix 4.7** of the Draft EIR. The City has also worked with the three private retailers within the City of Thousand Oaks City limits to enforce similar conservation measures.

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<sup>25</sup> City of Thousand Oaks, Municipal Code, Article 11, Water Conservation, Section 10-2.1101, "Conservation Measures Established."

### *City Landscape/Irrigation Regulations*

The Thousand Oaks City Council adopted revised "Guidelines and Standards for Landscape Planting and Irrigation Plans" on October 23, 2007 (Resolution 2007-116). The following actions have occurred upon adoption of Resolution 2007-116: resolution No. 93-74 was rescinded and superseded, Resolution 2007-116 was adopted, and standards which require drought tolerant plant materials and low water use principles be provided in all new and remodeled projects which require a development permit, major modification, or other entitlement pursuant to Title 9 of the Municipal Code, as shown in WSA Appendix D located in **Appendix 4.7** of the Draft EIR.

### *Water Shortage Contingency Plan*

The City has developed and implemented a Water Shortage Contingency Plan, as shown in Appendix E of the City's Draft 2010 UWMP. It describes "Stages of Action" that would occur in the event of a water shortage from five to more than 25 percent. Programs include voluntary and mandatory demand reduction, depending on the amount of the shortage. In the event of a 50 percent reduction, Phase IV reductions and programs (as shown in the Contingency Plan) would go into effect. This plan also sets use priorities, with public health and safety (including interior residential use and firefighting) receiving the highest priority, followed by commercial, industrial and governmental use, existing landscaping, and finally, new demand (projects without construction permits).

The plan also lists mandatory prohibitions, consumption limits, penalties and charges for excessive use, and an analysis of revenue and expenditure impacts, including rate increases that might be necessary if supply reductions as great as 50 percent were to occur. The plan also provides monitoring procedures.

Furthermore, Level 3 of the water conservation ordinance exists when the City Council declares a critical water shortage emergency. This shall include Level 1 and Level 2 Water Supply Shortage conditions, prohibit watering and irrigation of landscapes with potable water, and limit or withhold the issuance of building permits.

### *Other City Conservation Efforts*

The City is a signatory to the Memorandum of Understanding regarding Urban Water Conservation in California dated September 1991 (and amended thereafter), and is therefore a member of the California Urban Water Conservation Council (CUWCC). Signatories must submit biennial reports to the CUWCC outlining progress towards implementing Best Management Practices (BMPs). The City's 2007/2008 reports, which satisfy portions of the Urban Water Management Planning Act, are included as WSA Appendix E of **Appendix 4.7** of the Draft EIR.



## ENVIRONMENTAL IMPACTS

### Thresholds of Significance

The following thresholds for determining the significance of impacts related to water supply are contained in the environmental checklist form contained in Appendix G of the most recent update of the California Environmental Quality Act (CEQA) Guidelines. A significant impact would occur if the proposed Specific Plan would:

- Not have sufficient water supplies available to serve the project from existing entitlements and resources, or need new or expanded entitlements.
- Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

### Methodology

To determine impacts on water supply resulting from development anticipated by the proposed Specific Plan, the analysis includes an evaluation of whether future water supplies would meet future water demand. The analysis also examines whether any infrastructure improvements would be necessary. The analysis of water supply and infrastructure impacts contained in this section is based the Water Supply Assessment prepared for the proposed Specific Plan, which provides future water supply and demand projections. The two developed parcels located outside of the City's service area are included in the existing conditions water demand.

The water demand rates utilized to calculate the Specific Plan area were obtained from the City of Thousand Oaks 2005 Water Master Plan. Since adoption of the 2005 Water Master Plan, legislation has been enacted (SBX7-7) which requires that water use be reduced by 20 percent by the year 2020. For a conservative analysis, the WSA utilized the Specific Plan's projected water demand without any water reductions.

## Impact Analysis

|                  |  |
|------------------|--|
| <b>Threshold</b> | <b>Not have sufficient water supplies available to serve the project from existing entitlements and resources, or need new or expanded entitlements.</b> |
|------------------|--|

**Impact 4.7-1**                      **Future development that may result from the adoption of the proposed Specific Plan would not exceed the limits of the City's existing water entitlements and resources. (Class II)**

### *Short-Term Construction Water Demand*

Demolition, grading, and construction activities associated with the additional development of the Specific Plan area would require the use of water for dust control and cleanup purposes. The use of water for construction purposes would be short-term in nature and the amount would be much less than water consumption during project operation. Therefore, construction activities are not considered to result in a significant impact on the existing water system or available water supplies.

### *Long-Term Water Demand*

General consumption estimates by land uses from standardized historical data are presented in the *Thousand Oaks Specific Plan Water Supply Assessment and Water Supply Verification* (**Appendix 4.7**) to calculate annual domestic consumption. As shown in **Table 4.7-4, General Plan Buildout Water Demand within the Specific Plan Area**, development of the General Plan would result in water demand of approximately 437 afy. The City's Draft 2010 UWMP includes the water demand for the buildout of the remaining land uses within the City's service area. As a result, the projected water demand was accounted for in the Draft 2010 UWMP.

**Table 4.7-4**  
**General Plan Buildout Water Demand within the Specific Plan Area**

| Use Type                         | Number of Units  | Water Demand Rate <sup>1</sup> | Gallons per day | Gallons per year   | Acre-feet per Year |
|----------------------------------|------------------|--------------------------------|-----------------|--------------------|--------------------|
| Commercial Uses                  | 2,308,500 sq.ft. | 130 gal/ksf/day                | 300,105         | 109,538,325        | 336.2              |
| Single –Family Residential Units | 18 du            | 440 gal/du/day                 | 7,920           | 2,890,800          | 8.9                |
| Industrial uses                  | 88,000 sq. ft.   | 60 gal/ksf/day                 | 5,280           | 1,927,200          | 5.9                |
| Assisted living                  | 341 residences   | 180 gal/du/day                 | 61,380          | 22,403,700         | 68.8               |
| Irrigation                       | 4.6 acres        | 3,400 gal/ac/day               | 15,640          | 5,708,600          | 17.5               |
| <b>Total</b>                     |                  |                                | <b>390,325</b>  | <b>142,468,625</b> | <b>437.2</b>       |

Source: Impact Sciences, Inc. May 2011.

<sup>1</sup> Water demand rates were obtained from the City of Thousand Oaks, 2005 Water Master Plan.  
sq.ft. = square feet; du = dwelling units; gal = gallons; ksf = 1,000 square feet; ac = acres.

Adoption of the proposed Specific Plan would result in an additional 375 apartment dwelling units and 611,500 square feet of commercial space. As shown in **Table 4.7-5, Total Estimated Water Demand Thousand Oaks Specific Plan**, the additional Specific Plan development would result in a water demand of approximately 173 afy. The projected water demand of the proposed Specific Plan was not accounted for in the City's Draft 2010 UMWP. Therefore, the Specific Plan's water demand would need to be added to the City's projected water demand.

As previously discussed, the City currently supplies the Specific Plan area with 359.9 afy of imported water. With buildout of the General Plan water demand would increase from 359.9 afy to 437.2 afy, an increase of 77.3 afy of imported water. The Specific Plan would increase the General Plan plus existing conditions water demand by 173.0 afy. Total water demand for the Specific Plan area plus the General Plan buildout plus existing conditions would be approximately 610 afy.

**Table 4.7-5**  
**Total Estimated Water Demand Thousand Oaks Specific Plan**

| <b>Land Use</b>                       | <b>Density</b>             | <b>Demand Factor (per day)</b> | <b>Water Demand (afy)</b> |
|---------------------------------------|----------------------------|--------------------------------|---------------------------|
| Very Low Density Residential          | 18 du                      | 440 gal/du                     | 0 <sup>1</sup>            |
| High Density Residential              | 341 senior units           | 180 gal/du                     | 0 <sup>1</sup>            |
| Commercial/Residential (High Density) | 375 apartments (new)*      | 200 gal/du                     | 84.0                      |
| Commercial                            | 2,920 ksf (611.5 new ksf)* | 130 gal/ksf                    | 89.0                      |
| Industrial                            | 88 ksf                     | 60 gal/ksf                     | 0 <sup>1</sup>            |
| Landscape Irrigation                  | 4.6 ac                     | 3,400 gal/ac                   | 0 <sup>1</sup>            |
| <b>Total Anticipated Demand</b>       |                            |                                | <b>173.0</b>              |

*Note:*

*Du = dwelling units; ksf = thousand square feet; ac = acres; gal/du = gallons per dwelling unit; gal/ksf = gallons per thousand square feet; gal/ac = gallons per acre; afy = acre-feet per year.*

*\* The proposed Specific Plan is going to add an additional 611,500 thousand commercial square feet (an additional 89.0 afy) and up to 375 mixed-use apartments (an additional 84.0 afy) for an additional 173 afy.*

<sup>1</sup> *According to the 2010 UWMP, the existing Specific Plan area has already been accounted in the future growth of the City's water service area (437.2 afy). Therefore, the existing conditions are not included in the proposed Specific Plan project.*

*The estimated water demand of the Specific Plan utilized the City's 2005 Water Master Plan water demand rates. Therefore, no water conservation has been considered in the calculations. The City has reduced its water consumption 15 percent from the base years of 2004 to 2006.*

*See Appendix B of the Thousand Oaks Boulevard Specific Plan WSA for calculations.*

For analysis purposes, the WSA assumed that the adoption of the Specific Plan would develop at 20 percent for every five-year period starting with the year 2015 and continuing to the year 2035. Therefore, the water demand of the Specific Plan area would be as follows: 35 afy for 2015; 69 afy for 2020; 104 afy for 2025; 138 afy for 2030; and 173 afy for 2035.

The WSA analyzed the proposed Specific Plan water demand on three scenarios: average water conditions, single dry year conditions, and multiple dry year conditions. (Please see WSA for explanation of these three conditions.) As identified in **Table 4.7-6, Average Year Supply and Demand Assessment for City Water Service Area**, the City is projected on average a water supply surplus of approximately 8 percent every five-year period. Therefore, there would be adequate water supplies for the Specific Plan area during average water years.

**Table 4.7-6**  
**Average Year Supply and Demand Assessment for City Water Service Area**

|  | Acre-Feet per Year  |           |             |             |           |           |
|--|---------------------|-----------|-------------|-------------|-----------|-----------|
|  | 2010                | 2015      | 2020        | 2025        | 2030      | 2035      |
| Demand w/o Specific Plan                     | 13,376 <sup>1</sup> | 13,626    | 13,875      | 14,124      | 14,373    | 14,622    |
| Specific Plan Additional Demand <sup>2</sup> | --                  | 35        | 69          | 104         | 138       | 173       |
| Total Demand                                 | 13,376              | 13,661    | 13,944      | 14,228      | 14,511    | 14,795    |
| Supply from CMWD <sup>3</sup>                | 13,600 <sup>4</sup> | 13,965    | 15,360      | 15,360      | 15,360    | 15,360    |
| Local Groundwater                            | 0                   | 0         | 0           | 0           | 0         | 0         |
| Surplus (Deficit)                            | 224 = 2 %           | 304 = 2 % | 1,416 = 9 % | 1,132 = 7 % | 849 = 6 % | 565 = 4 % |

Source: Thousand Oaks Specific Plan WSA, Table 5-4.

Note:

<sup>1</sup> City of Thousand Oaks Draft 2010 UWMP demand projection based on the average annual water usage from 2005-2010. Actual water usage was 10,977 afy. Lower usage was due to implementation of water conservation measures and cooler than normal weather in 2010.

<sup>2</sup> Buildout of the Specific Plan area was assumed at 20 percent for each five-year increment (straight-line buildout).

<sup>3</sup> Imported water for the years 2015 to 2035 are projected for the City and based on Appendix C of the CMWD Draft 2010 UWMP.

<sup>4</sup> CMWD supply allocation for Thousand Oaks between 2005 and 2010 ranged from 13,600 afy to 15,000 afy.

The WSA Tables 5-5 through 5-10 provides a comparison of the water supply and demands for single dry and multiple dry water years for the period from 2011 to 2038. Dry water year demands were assumed to require an increase by 10 percent over the average water year. This assumption was based on the percentage increase assigned by CMWD to the Thousand Oaks service area in its Draft 2010 UWMP.<sup>26</sup> As described in CMWD's Draft 2010 UWMP, the average surplus of water during dry year conditions from 2011 to 2035 is expected to be 9 percent.

The WSA indicated that dry and multiple dry water years would vary from zero water surplus up to 20 percent water surplus for City water demand. The City could supplement deficit dry water years 2011, 2021, 2026, 2031, and 2036 with surplus water from CMWD reserves. It should be noted that Governor Brown declared an end to the 2007–2009 state drought.<sup>27</sup> Therefore, 2011 could be considered an average water year.

In addition, the CMWD has made many investments in projects designed to drought-proof purveyors. Key elements include the Las Posas Aquifer Storage Project and the expansion of the Lake Bard Treatment Plant. It is expected that the City, as a retail customer of Calleguas, would receive some additional supplies in a drought lasting up to three years to meet any foreseeable deficit. According to

<sup>26</sup> CMWD, Draft 2010 UWMP, Appendix C, 2011.

<sup>27</sup> State of California, Office of Governor Jerry Brown, "Governor Brown Ends State's Drought Status, Urges Californians to Continue to Conserve," <http://gov.ca.gov/news.php?id=16959>. March 30, 2011.

CMWD Draft 2010 UWMP, CMWD and MWD have banked a significant amount of water in the Las Posas groundwater basin.<sup>28</sup> This water can be extracted during times when imported supplies are curtailed.

As determined in the WSA, the combined water demand for the City and the additional Specific Plan development would result in a water supply deficit of 997 af for the year 2036. The water supply deficit of 997 af would equate to 6 percent of the City's projected water supply for year 2036. As the water supply deficit is greater than 5 percent, a voluntary Phase I reduction program would be required per the City's Water Shortage Contingency Plan. In addition, the CMWD could supplement member agency supply allocations with Las Posas groundwater reserves or Lake Bard reserves in the event that the surplus water is unavailable. Therefore, adequate water would be expected to be supplied to the City's service area for the year 2036.

If extreme multi-year shortages occurred beyond what MWD and CMWD could provide, the City would invoke various water conservation ordinances and activities, as described above under **Local Regulations**.

The WSA indicates that with the existing water system and the addition of facilities and programs there would be adequacy of supply for the projected 20-year period required for a WSA during average, single dry, and multiple dry water years. As indicated under **Local Plans** the City has reduced water consumption 15 percent since 2009 when compared to base water years of 2004 to 2006. The recent legislation (SBX7-7) would require the City to reduce per-capita water consumption by 20 percent by the year 2020. Implementation of **Mitigation Measure MM 4.7-1** would require new development within the Specific Plan area to incorporate water conservation measures. Therefore, with implementation of mitigation below, the proposed adoption of the Specific Plan would reduce water supply and demand impacts to less than significant levels.

### ***Mitigation Measures***

The following mitigation measure would mitigate potential impacts to water supply and demand that may be needed in the Specific Plan area.

**MM 4.7-1** Individual future development projects within the Thousand Oaks Boulevard Specific Plan area shall comply with water conservation measures to reduce water demand adopted by the City within its water service area or Citywide.

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<sup>28</sup> CMWD, Draft 2010 UWMP, 5-4.

### ***Residual Impacts***

Impacts would be reduced to a less than significant level (Class II).

|                  |   |
|------------------|---|
| <b>Threshold</b> | <b>Require or result in the construction of new water treatment, storage or distribution facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</b> |
|------------------|---|

**Impact 4.7-2**                      **Future development that may result from the adoption of the proposed Specific Plan could require or result in either the construction of new water distribution facilities or the expansion of existing water distribution facilities. The environmental effects of providing these additional facilities have been programmatically considered in this Draft EIR. (Class II)**

The Specific Plan area is almost entirely within the City of Thousand Oaks water service area. Wholesale water supply is furnished by the Calleguas Municipal Water District. A water main supply line, varying in diameter from 10- to 16-inches, runs along Thousand Oaks Boulevard and supplies water to service laterals and fire hydrants within the Specific Plan area. Service laterals and hydrants branch from these mainlines and supply water to neighborhoods outside of the Specific Plan area as well as businesses within the boundary that will likely redevelop. As described under **Existing Conditions - Distribution Infrastructure**, the water supply lines along Thousand Oaks Boulevard are in good condition, able to support existing demand and able to maintain water pressure above the required 45 psi.

As indicated above in **Impact 4.7-1**, average year supply currently exceeds flow demand. The proposed Specific Plan would add approximately 611,500 square feet of commercial space and 375 apartments above the General Plan buildout. Therefore, the increase in developed square footage would potentially require additional service connections and additional hydrants to support the additional square footage. Implementation of **Mitigation Measure MM 4.7-2** would require contact with the City's Public Works Department and further evaluation of each project's water infrastructure to determine if new water infrastructure is required. Therefore, with implementation of the mitigation below, the adoption of the proposed Specific Plan would reduce impacts to water infrastructure to a less than significant level.

### ***Mitigation Measures***

The following mitigation measure would mitigate potential impacts to future water infrastructure that may be needed in the Specific Plan area.

**MM 4.7-2** Future applications for development projects shall be reviewed by the City Public Works Department to determine if there is adequate fire flow, adequate water pressure, and adequate water capacity available in the existing water distribution system. The Public Works Department shall approve such analysis. If fire flow, water pressure or water capacity are determined to be inadequate, the applicant shall design and construct their fair share of improvements for the project.

### ***Residual Impacts***

Impacts would be reduced to a less than significant level (Class II).

## **CUMULATIVE IMPACTS**

The population of the City of Thousand Oaks Service area is projected to increase up to 1,369 residents by 2035. In addition to an increase in population within the Service area additional residential, commercial/industrial/institutional, and parks and recreational areas would be developed. Both population and additional development would result in an increase in water deliveries. The projected water demands for the period 2010 through 2035 in five-year increments are shown in **Table 4.7-6**. As shown, the total estimated domestic water demand for the year 2035 will be 14,668 acre-feet. The total water supply for the year 2035 would be 15,360 af during average years. The City's Draft 2010 UWMP includes buildout of the entire water service area. The WSA analyzed the additional water supply and demand impacts of the proposed Specific Plan with the City's projected water supply and demand over a 20- plus year period. Due to the nature of the City's UWMP, which analyzed General Plan buildout water supply and demand, and the WSA for the proposed Specific Plan, cumulative analysis was conducted under **Impact 4.7-1** above.

As indicated under **Impact 4.7-1**, the City would have sufficient water supply for the project. Variations in supply and demand during dry and multiple dry years are expected to be minimal due to the water supply planning and projects undertaken by CMWD and MWD. In addition, the City and the CMWD are required to prepare an UMWP every five years to ensure that adequate water supplies exist for future growth. The City of Thousand Oaks General Plan policies CO-17 and CO-18 require that the provision water quantities are sufficient to satisfy current and projected demand and encourage water conservation measures in new and existing developments. Therefore, based on the analysis above, and the analyses set forth in the City's Draft 2010 UWMP, CMWD's Draft 2010 UWMP and the WSA, the total project water supplies available to the City over the 20-year period, including average, single dry, and multiple dry years, is sufficient to meet the projected water demand of the project. The analyses of the existing and planned future uses were completed in accordance with the requirements of SB 610. As a result, the cumulative impact with regard to water supply and infrastructure would be less than significant, and the adoption of the proposed Specific Plan will not contribute to a cumulative impact.



### **INTRODUCTION**

*This section discusses the potential impacts to solid waste disposal and landfill capacity from the future development projected to occur within the proposed Thousand Oaks Boulevard Specific Plan (Specific Plan) area. Information utilized in this analysis is based on communication with agency staff.*

### **ENVIRONMENTAL SETTING**

The City of Thousand Oaks Public Works Department oversees solid waste collection for residential and businesses in the City. Residential solid waste collection in the City of Thousand Oaks is provided by Waste Management (serving the Thousand Oaks and Westlake Village Area of Thousand Oaks) and Newbury Disposal (serving the Newbury Park and Dos Vientos Areas of the City of Thousand Oaks). The Specific Plan area is within Waste Management's residential service area.

Waste Management also provides commercial trash collection services Citywide, including the Specific Plan area. Additionally, upon request from commercial and retail business owners, Waste Management can also provide business recycling collection services. In addition to Waste Management, the following companies are permitted to provide recycling collection services for commercial and retail businesses in the City of Thousand Oaks:

- Corridor Recycling located at 22500 South Alameda Street, Long Beach, California
- Standard Industries located at 1905 Lirio Avenue, Ventura, California
- Recycled Waste located at 8844 South Millergrrove Drive, Santa Fe Springs, California

In addition to regular collection services described above, the City has authorized 12 franchise operators to provide temporary construction, demolition, and clean-up waste removal services Citywide on a non-exclusive basis. These operators are identified on the City's website.<sup>1</sup>

The City of Thousand Oaks also operates a monthly (except December) program for the collection of household hazardous waste by appointment. The program is operated on the first Saturday of each month at the City's Municipal Service Center, and serves approximately 500 participants per month, diverting up to 50,000 to 60,000 pounds of toxic waste from illegal disposal in a landfill, or other illegal

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<sup>1</sup> City of Thousand Oaks website, Business Waste Collection Services, [http://www.toaks.org/government/depts/public\\_works/environmental/business/business\\_waste\\_collection\\_services.asp](http://www.toaks.org/government/depts/public_works/environmental/business/business_waste_collection_services.asp). Accessed April 12, 2010.

dumping.<sup>2</sup> The City accepts the following materials at these monthly events: liquid cleaners, polishes, fluorescent light bulbs, nail polish and remover, oven cleaners, batteries; aerosol sprays, expired or no longer needed medications, medical needles, pesticides/fertilizers, weed killers, fungicides, pool chemicals, propane tanks, antifreeze, waxes and polishes, engine cleaners, gasoline, brake fluid, auto batteries, oil and oil filters, paint, glues and adhesives, paint thinners, solvents, wood preservatives, and photo chemicals.<sup>3</sup>

Regular solid waste generated within the Specific Plan area is taken for disposal at the Simi Valley Landfill and Recycling Center (SVLRC), located approximately 8.4 miles northeast of the Specific Plan area. Recyclables are trucked to a collection center in Burbank, and green waste is taken to Agromin in Oxnard.

The SVLRC currently provides approximately 60 percent of Ventura County's daily refuse disposal needs and almost all of the City of Thousand Oaks's daily refuse disposal needs. Approximately 75 percent of all waste accepted at the SVLRC originates in Ventura County.

The SVLRC is owned and operated by the Waste Management Company and is currently permitted as a Class III, non-hazardous landfill. The SVLRC landfill is approximately 297 acres in size, in which 185 acres is used as the landfill footprint, and the remaining 112 acres is land used for buffer areas on the boundaries of the SVLRC site. The SVLRC is currently permitted to accept approximately 9,250 tons of solid waste per day (tpd), which includes 3,000 tpd of municipal solid waste and 6,250 tpd of recyclable material. The SVLRC includes an operation and maintenance facility with fuel stations; a scale house and scales; a landfill gas (LFG) flare station; three portable office structures; and a condensate knockout and leachate treatment facility.<sup>4</sup> The expected closing date for the SVLRC is June 2034, or whenever the approved fill elevation of 1,118 feet above mean sea level (msl) has been reached, whichever comes first.

The SVLRC recycles approximately 25 percent of all waste accepted. The average daily disposal for 2009 was 3,592 tpd (2,521 tpd of municipal solid waste and 1,070 tpd of recyclables), or approximately 38.8 percent of its permitted daily volume. The total permitted volume capacity of SVLRC is 43,500,000 cubic yards, and the estimated remaining permitted capacity is 23,201,173 cubic yards.<sup>5</sup>

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<sup>2</sup> City of Thousand Oaks website, [http://www.toaks.org/government/depts/public\\_works/environmental/residential/household.asp](http://www.toaks.org/government/depts/public_works/environmental/residential/household.asp). Household Hazardous Waste Program, Accessed April 12, 2010.

<sup>3</sup> City of Thousand Oaks website, Household Hazardous Waste Program, Accessed April 12, 2010.

<sup>4</sup> Simi Valley Landfill and Recycling Center Expansion Project, Final Environmental Impact Report, pg. 2-7.

<sup>5</sup> CalRecycle Facility/Site Summary Details: Simi Valley Landfill and Recycling Center, <http://www.calrecycle.ca.gov/SWFacilities/Directory/Search.aspx>. Accessed April 12, 2010.

Waste Management has filed an application to expand the Landfill with the County of Ventura, which is the lead agency with permit authority over the project. At the writing of this environmental impact report (EIR) that application is pending, with hearings tentatively scheduled for spring 2011. In December 2010, the County published a Final EIR for the Simi Valley Landfill and Recycling Center Expansion Project. The County is the lead agency for the project. The EIR analyzed the proposed expansion of the SVLRC. Upon buildout of the Simi Valley Landfill and Recycling Center Expansion Project, the SVLRC will be expanded to 887 acres, with a 371 acre disposal footprint and 516 acres to be set aside as a buffer system. The SVLRC would be able to accommodate a volume of 123.1 million cubic yards of solid waste (under existing conditions the total is 43.5 million cubic yards of solid waste); and a permitted total daily volume of 9,250 tpd of solid waste (combined solid waste disposal and daily recyclables). With development of the improvements to the SVLRC site, the proposed landfill would have an estimated closure date of 2053.<sup>6</sup>

In 2009, the City of Thousand Oaks generated approximately 108,243 tons of solid waste.<sup>7</sup> As of 2009, the City of Thousand Oaks had a 69 percent solid waste diversion rate (meaning 69 percent of the total amount of solid waste generated by the City was diverted (“diverted” includes source reduction, recycling, composting of green waste by Agromin, backyard composting, etc.), while most of the other 31 percent was disposed of into the Simi Valley Landfill).<sup>8</sup> Therefore, approximately 74,688 tons of solid waste generated within the City of Thousand Oaks was diverted, while 33,555 tons of solid waste was disposed of in the Simi Valley Landfill.

**Table 4.8-1 Existing Solid Waste Generation within the Specific Plan Area**, shows the estimated existing amount of solid waste that is currently generated by the land uses within the Specific Plan area, as described in the Project Description section.

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<sup>6</sup> Simi Valley Landfill and Recycling Center Expansion Project, Final Environmental Impact Report, pgs. 2-24, 2-29.

<sup>7</sup> CalRecycle data for the City of Thousand Oaks.

<sup>8</sup> CalRecycle, Jurisdiction Profile for the City of Thousand Oaks, <http://www.calrecycle.ca.gov/Profiles/Juris/JurProfile1.asp?RG=C&JURID=531&JUR=Thousand+Oaks>. Accessed April 12, 2010.

**Table 4.8-1**  
**Existing Solid Waste Generation within the Specific Plan Area**

| Use Type                         | Number of Units  | Solid Waste Generation Rate | Tons Per Day | Tons Per Month | Tons Per Year  |
|----------------------------------|------------------|-----------------------------|--------------|----------------|----------------|
| Commercial Uses                  | 1,767,000 sq.ft. | 2.5 lbs/1,000 sq.ft./day    | 2.21         | 67.18          | 806.2          |
| Industrial uses                  | 39,000 sq. ft.   | 5 lbs./1,000 sq. ft. day    | 0.10         | 2.97           | 35.6           |
| Single –Family Residential Units | 18 du            | 11.2 lbs/unit/day           | 0.10         | 3.07           | 36.8           |
| Apartment Units                  | 57 du            | 5.31 lbs/unit/day           | 0.15         | 4.60           | 55.2           |
| Assisted living <sup>2</sup>     | 318 residents    | 5 lbs/person/day            | 0.80         | 24.18          | 290.2          |
| <b>Total</b>                     |                  |                             | <b>3.36</b>  | <b>102.00</b>  | <b>1,224.0</b> |

Source: Impact Sciences, Inc. April 2010.

<sup>1</sup> Solid waste generation rates were obtained from the CalRecycle Website, Estimated Solid Waste Generation Rates, <http://www.calrecycle.ca.gov/wastechar/wastegenrates/>. Accessed April 12, 2010.

<sup>2</sup> Based on 1.5 persons per unit @ 172 = 258+ 60 Beds (persons) = 318 residents  
sq.ft. = square feet; du = dwelling units; lbs = pounds.

Currently, the uses within the Specific Plan area generate approximately 3.36 tpd of solid waste. This is approximately 0.09 percent of the average 3,592 tpd of solid waste the SVLRC currently receives per day and approximately 0.04 percent of the 9,250 tpd of solid waste currently permitted at the SVLRC.

## REGULATORY FRAMEWORK

### State Regulations

#### *California Integrated Waste Management Act*

Through the California Integrated Waste Management Act (commonly known as Assembly Bill [AB] 939), the State of California mandated that cities and counties reduce the amount of solid waste entering disposal sites through increased diversion efforts.<sup>9</sup> AB 939 required every city and county in the state to prepare a Source Reduction and Recycling Element (SRRE) that identifies how each jurisdiction will meet the mandatory state waste diversion goals of 25 percent by the year 1995 and 50 percent by the year 2000. The purpose of AB 939 is to “reduce, reuse, and recycle solid waste generated in the state to the maximum extent feasible.”

<sup>9</sup> California Integrated Waste Management Board, California Integrated Waste Management Act, AB 939.

The SRRE is a comprehensive document that describes in detail the programs the City chose to meet the mandates of AB 939. The SRRE was adopted by the City Council in 1992 and then forwarded to the California Integrated Waste Management Board for review and approval. The City annually submits information on the effectiveness of the enacted programs as well as any program changes and conducts a more comprehensive review every five years.

The 2009 diversion rate for the City of Thousand Oaks is estimated at 69 percent, which complies with the goals specified in AB 939.

The term “integrated waste management” refers to the use of a variety of waste management practices to safely and effectively handle the municipal solid waste stream with the least adverse impact on human health and environment. AB 939 established waste management prioritization as follows:

- Source Reduction
- Recycling and Composting
- Transformation
- Land Disposal

Household hazardous waste (HHW) is prohibited from entering landfills, as provided by the City’s Household Hazardous Waste Element, pursuant to state law. As noted above, the City collects HHW 11 times annually at one-day events held at the Municipal Service Center. A permanent collection facility is expected to be operational in the summer of 2012.

### ***California Integrated Waste Management Board Model Ordinance***

Subsequent to the enactment of AB 939, additional legislation was passed to assist local jurisdictions in accomplishing the goals of AB 939. The California Solid Waste Refuse and Recycling Access Act of 1991<sup>10</sup> directed the California Integrated Waste Management Board (CIWMB) to draft a model ordinance relating to adequate areas for collecting and loading recyclable materials in development projects.

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<sup>10</sup> California Public Resources Code, The California Solid Waste Refuse and Recycling Access Act of 1991, Sections 42900–42911.

## Local Regulations

### *City of Thousand Oaks General Plan*

The *Thousand Oaks General Plan* Safety Element provides goals, policies, and programs that are relevant to the disposal of hazardous materials within the City in general, including the Specific Plan area:

#### Goals

- Protect life, property, and the environment from the effects of releases of hazardous materials, to air, land, or water.

#### Policies and Programs

1. Manage hazardous wastes and materials in such a way that waste reduction through alternative technology is the first priority, followed by recycling and on-site treatment, with disposal as the last resort;
3. Strive to locate businesses that utilize hazardous materials in areas which will minimize risk to the public or the environment; and
5. Implement programs to ensure proper disposal of household hazardous waste. Educate the public about the importance of complying with such programs.

### *City of Thousand Oaks Municipal Code*

Chapter 2 Solid Waste, Green Waste, and Recyclable Materials of the City of Thousand Oaks Municipal Code provide guidelines for the storage, accumulation, collection, processing, and disposal of solid waste, green waste and recyclable materials. The improper control of such matters creates a public nuisance, can lead to local air pollution problems, fire hazards, illegal dumping, pest infestation and other problems affecting the health, welfare and safety of the residents within the City of Thousand Oaks. To combat these issues, this portion of the municipal codes discusses the establishment and regulation of waste reduction programs that are necessary for the City to avoid environmental damage and to achieve diversion goals mandated by the California Integrated Waste Management Act of 1989 (AB 939). As noted above, specific programs are included in the Source Reduction and Recycling Element.

## ENVIRONMENTAL IMPACTS

### Thresholds of Significance

The following thresholds for determining the significance of impacts related to solid waste are contained in the environmental checklist form contained in Appendix G of the most recent update of the *California*

*Environmental Quality Act (CEQA) Guidelines.* A significant impact would occur if the proposed Specific Plan would not:

- Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; and/or
- Comply with federal, state, and local statutes and regulations related to solid waste.

## Methodology

To determine solid waste impacts associated with development anticipated by the proposed Specific Plan, estimated future solid waste generation amounts are compared to the total anticipated remaining capacity at landfills that serve the City.

## Impact Analysis

|                  |  |
|------------------|--|
| <b>Threshold</b> | <b>Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.</b> |
|------------------|--|

**Impact 4.8-1                      Demolition and construction related to future development that may result from the adoption of the proposed Specific Plan would not result in solid waste levels exceeding available disposal capacity. (Class III)**

Solid waste generated during demolition and construction of future development projects pursuant to the proposed Specific Plan would be collected by the companies identified in the Environmental Setting section above. Most of the construction debris and material would be transferred to the Simi Valley Landfill and Recycling Center, where it would be sorted, and disposed of or diverted properly.

As discussed in **Section 3.0, Project Description**, the proposed Specific Plan will set a framework for long-term future development and redevelopment within its boundaries. Future development projected to occur within the Specific Plan area includes the development of 375 multi-family residential units and 1.2 million square feet of non-residential (primarily commercial/retail and office) use, as compared to existing conditions. Since this EIR is analyzing future development that may result from the adoption of the proposed Specific Plan on a programmatic level, the amount and timing of debris that is estimated to be generated by the demolition, construction and expansion related to this future development is not available at this time. However, most of any construction or demolition debris that is generated during implementation of the proposed Specific Plan would be accommodated by and disposed of at the Simi Valley Landfill and Recycling Center. The Simi Valley Landfill and Recycling Center currently accepts construction and demolition debris.

The Simi Valley Landfill and Recycling Center is currently permitted to accept approximately 6,250 tpd of recycled material. As of 2009, the SVLRC received 1,070 tpd of recyclables (including construction/demolition debris, greenwaste, treated auto shredder waste, and inert waste). Construction and demolition debris generated by future development that may result from the adoption of the proposed Specific Plan would be recycled. When added to the average daily intake of 1,070 tpd of recyclables, the total amount of recycled material expected to be taken in to the SVLRC facility is not expected to exceed the allotted tons per day of solid waste that the landfill is permitted to intake on a daily basis.

The construction and demolition material that would be generated by future development and redevelopment that may result from the adoption of the proposed Specific Plan could be adequately disposed of at SVLRC both under current conditions and upon completion of the SVLRC expansion, if it is approved by the County.

Furthermore, any applicants developing within the Specific Plan area would be required to comply with the Thousand Oaks Municipal Code with reference to disposal of construction and demolition debris, as discussed above.<sup>11</sup> Additionally, each individual project that would be developed within the Specific Plan area would be required to undergo environmental review in accordance with CEQA to determine to the full extent, the amount of construction and demolition debris that each individual project would contribute to Simi Valley Landfill and Recycling Center. Therefore, construction of future development that may result from the adoption of the proposed Specific Plan would not result in solid waste levels exceeding available disposal capacity, and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant (Class III)

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<sup>11</sup> Thousand Oaks Municipal Code, Chapter 2, Solid Waste, Green Waste and Recyclable Materials Collection Processing and Disposal.



**Impact 4.8-2                      Operation of future development that may result from the adoption of the proposed Specific Plan would not result in solid waste levels exceeding available disposal capacity. (Class III)**

Solid waste generated by development anticipated under the proposed Specific Plan would be collected by Waste Management for disposal in the Simi Valley Landfill and Recycling Center. As discussed above, the SVLRC has a current permitted capacity of 34,800,000 tons of solid waste (43,500,000 cubic yards) and a remaining capacity of 18,560,938 tons of solid waste (23,201,173 cubic yards). Currently the landfill accepts an average of 3,592 tpd (2,521 tpd of municipal solid waste plus 1,070 tpd of recyclables) and is permitted to accept up to 9,250 tpd (3,000 tpd of municipal solid waste plus 6,250 tpd of recyclables). The expected closing date for the SVLRC is currently June 2034. The proposed expansion of SVLRC would increase its permitted capacity to 104,200,000 tons of solid waste and a permitted volume of 9,250 tpd of combined solid waste (municipal solid waste and recyclables). The estimated closing date of the SVLRC with the completion of the expansion is 2053.

**Table 4.8-2, Projected Solid Waste Generation**, provides projected waste disposal generation for additional development within the Specific Plan area, including both development which could occur under the existing General Plan and zoning, as well as for future development that may result from the additional development capacity of the proposed Specific Plan.

As shown in **Table 4.8-2**, future development projected to occur within the Specific Plan area would generate approximately 3.16 tpd of solid waste, as compared to existing conditions (3.36 tpd). Of the 3.16 tpd of additional generation within the Specific Plan area, anticipated development under the current General Plan and zoning would account for an estimated 1.07 tpd, and added development attributable to adoption of the proposed Specific Plan would account for the other approximately 2.09 tpd.

**Table 4.8-2  
Projected Solid Waste Generation**

| Use Type  | Number of Units | Disposal Generation Rate <sup>1</sup> | Tons per Day | Tons Per Month | Tons Per Year |
|---|-----------------|---------------------------------------|--------------|----------------|---------------|
| <b>Additional Development under Existing General Plan Conditions</b>          |                 |                                       |              |                |               |
| Commercial Retail   | 371,500 sq. ft. | 2.5 lbs/1,000 sq.ft./day              | 0.46         | 14.1           | 169           |
| Commercial Office   | 137,000 sq. ft. | 6 lbs/1,000 sq., ft./day              | 0.41         | 12.5           | 150           |
| Industrial  | 88,000 sq. ft.  | 5 lbs/1,000 sq., ft./day              | 0.22         | 6.7            | 80            |
| <b>Sub-Total</b>  |                 |                                       | <b>1.07</b>  | <b>33.3</b>    | <b>399</b>    |
| <b>Proposed Specific Plan Added Development</b>                               |                 |                                       |              |                |               |
| Multi-Family Residential Units  | 375 du          | 5.31 lbs/du/day                       | 0.99         | 30.2           | 363           |
| Commercial Retail   | 397,500 sq.ft.  | 2.5 lbs/1,000 sq.ft./day              | 0.50         | 15.1           | 181           |
| Commercial Office   | 122,000 sq.ft.  | 6 lbs/1,000 sq.ft./day                | 0.37         | 11.1           | 134           |
| Restaurant Use  | 92,000 sq.ft.   | 0.005 lbs/sq.ft./day                  | 0.23         | 7.0            | 84            |
| <b>Sub-Total</b>  |                 |                                       | <b>2.09</b>  | <b>63.4</b>    | <b>762</b>    |
| <b>Total Specific Plan Area Generation Over and Above Existing Conditions</b> |                 |                                       | <b>3.16</b>  | <b>96.7</b>    | <b>1,161</b>  |

Source: Impact Sciences, Inc., April 2010.

<sup>1</sup> Solid waste generation rates were obtained from the CalRecycle Website, Estimated Solid Waste Generation Rates, <http://www.calrecycle.ca.gov/wastechar/wastegenrates/>. Accessed April 12, 2010.  
sq.ft. = square feet; du = dwelling units; lbs = pounds.

As discussed previously, the Simi Valley Landfill and Recycling Center is currently permitted to accept 3,000 tpd of municipal solid waste and is currently accepting an average of 2,521 tpd of municipal solid waste. The expansion of the SVLRC, if approved, would permit the intake capacity of approximately 6,000 tpd of municipal solid waste. Based on the solid waste generation forecast provided in **Table 4.8-2**, future development and redevelopment within the Specific Plan area would generate an additional 3.16 tpd of solid waste above and beyond the 3.36 tpd of solid waste that is currently generated within the Specific Plan area. Therefore, the proposed Specific Plan would increase the daily intake of solid waste at the SVLRC by 0.125 percent, or to 2,524.16 tpd. This would fall well within the SVLRC's permitted daily intake capacity under existing conditions and under conditions after expansion of the SVLRC. Furthermore, as discussed above, the SVLRC has a current remaining capacity of 23,201,173 cubic yards (which equates to 18,560,938.4 tons of solid waste). If the expansion is approved, the capacity would

increase to 123.1million cubic yards, which would be adequate for the disposal of solid waste generated within the proposed Specific Plan area.

Furthermore, the disposal of 3.16 tpd of solid waste generated by future development that may result from the adoption of the proposed Specific Plan is a conservative estimate. Based on the City's recycling diversion rate of 69 percent, it is likely that the amount of solid waste disposed of into the SVLRC due to implementation of the proposed Specific Plan would be much smaller. Assuming a 69 percent diversion rate, approximately 2.18 tpd of solid waste generated by future development allowed by the Specific Plan would be diverted from the SVLRC facility to be recycled while about 0.98 tpd of solid waste generated by implementation of the proposed Specific Plan would be disposed of into the SVLRC facility. As a result, operation of development anticipated by the proposed Specific Plan would not result in solid waste levels exceeding available disposal capacity, and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant (Class III)

|                  |   |
|------------------|---|
| <b>Threshold</b> | <b>Comply with federal, state, and local statutes and regulations related to solid waste.</b> |
|------------------|---|

**Impact 4.14.3-2      Future development that may result from the adoption of the proposed Specific Plan would comply with federal, state, and local statutes and regulations related to solid waste. (Class III)**

Solid waste services in the Specific Plan area would be provided by the Waste Management, which is contracted by the City of Thousand Oaks for solid waste disposal and recycling. The City of Thousand Oaks has been meeting the requirements of the California Integrated Waste Management Act (AB 939) since 1995.<sup>12</sup> The City of Thousand Oaks is currently in compliance with AB 939 waste diversion requirements, with a 69 percent diversion rate for 2009, the most recent year for which CalRecycle-approved numbers are available. Development under the proposed Specific Plan would be required to abide by the Thousand Oaks Municipal Code, which includes requirements for all residential

<sup>12</sup> CalRecycle website, Jurisdiction Profile for the City of Thousand Oaks, <http://www.calrecycle.ca.gov/Profiles/Juris/JurProfile2.asp?RG=C&JURID=531&JUR=Thousand+Oaks>. Accessed April 10, 2010.

development within the City to have recyclable material containers. Commercial uses have the option in requesting service for recyclable pick-up by Waste Management.<sup>13</sup>

As discussed previously, the City of Thousand Oaks has a solid waste diversion rate of 69 percent for 2009. The City of Thousand Oaks is therefore in compliance with the solid waste diversion requirements of AB 939. Programs that exist within the City of Thousand Oaks for the collection of recyclable construction/demolition debris and operational recyclable debris and collection of Hazardous Waste Materials and Computer and Electronic Waste would also serve future development that may result from the adoption of the proposed Specific Plan. Development of the residential units and commercial uses within the Specific Plan area would not be expected to impair the ability of the City of Thousand Oaks to continue meeting AB 939 diversion mandates. The proposed Specific Plan and any development within its boundaries would be required to comply with all provisions of federal, state, and local law regulating solid waste. For this reason, future development that may result from the adoption of the proposed Specific Plan would comply with federal, state, and local statutes and regulations related to solid waste, and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant (Class III)

## **CUMULATIVE IMPACTS**

Cumulative development within the City of Thousand Oaks would result in increased solid waste generation associated with residential and non-residential development. **Table 4.8-3, Cumulative Estimated Solid Waste Generation, City of Thousand Oaks** shows the amount of solid waste that is expected to be generated within the City of Thousand Oaks on a daily, monthly, and annual basis at full buildout of the current General Plan conditions. As such, it includes existing development and anticipated future development. As shown in **Table 4.8-3**, the City would generate 319 tpd of solid waste. With the addition of approximately 3 tpd of solid waste per day generated by future development within the Specific Plan area (from **Table 4-8.2**), the cumulative total at General Plan buildout would result in an overall generation of 322 tpd of solid waste for the City.

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<sup>13</sup> Thousand Oaks Municipal Code, Chapter 2, Solid Waste, Green Waste and Recyclable Materials Collection Processing and Disposal Section 6-2.502, Containers. December 2006.

**Table 4.8-3**  
**Cumulative Estimated Solid Waste Generation**  
**City of Thousand Oaks**

| Land Uses               | Size              | Solid Waste Generation Rates <sup>1</sup> | Tons Per Day | Tons Per Month | Tons Per Year  |
|-------------------------|-------------------|---|--------------|----------------|----------------|
| <b>Residential Uses</b> |                   |   |              |                |                |
| Single-Family Detached  | 31,800 du         | 11.8 lbs/du/day                           | 188          | 5707           | 68,481         |
| Single Family Attached  | 2,396 du          | 11.8 lbs/du/day                           | 14           | 424            | 5,089          |
| Multiple Family         | 13,089 du         | 5.31 lbs/du/day                           | 35           | 1,043          | 12,510         |
| <b>Non-Residential</b>  |                   |   |              |                |                |
| Retail                  | 8,909,000 sq.ft.  | 2.5 lbs/1,000 sq.ft./day                  | 11           | 334            | 4,009          |
| Office                  | 6,873,000 sq.ft.  | 6.0 lbs/1,000 sq.ft./day                  | 21           | 619            | 7,423          |
| Lodging                 | 812,000 sq.ft.    | 21.6 lbs/1,000 sq.ft./day                 | 9            | 263            | 3,157          |
| Industrial              | 14,321,000 sq.ft. | 5.0 lbs/1,000 sq.ft./day                  | 36           | 1,074          | 12,889         |
| Public, Institutional   | 1,563,000 sq.ft.  | 0.007 lbs/sq.ft./day                      | 5            | 164            | 1,969          |
| <b>Total</b>            |                   |   | <b>319</b>   | <b>9,628</b>   | <b>115,528</b> |

Source: Impact Sciences, Inc., May 2010.

Notes:

<sup>1</sup> Solid Waste Generation Rates are from CalRecycle, Estimated Solid Waste Generation Rates, <http://www.calrecycle.ca.gov/wastechar/wastegenrates/>. Accessed May 5, 2010.

sq.ft. = square feet; du = dwelling units; lbs = pounds.

Assuming that the City of Thousand Oaks continues to have a solid waste diversion rate of 69 percent, it is estimated that approximately 220 tons of solid waste per day would be diverted and recycled and approximately 99 tons of solid waste per day (35,800 tons per year) would be disposed of in the Simi Valley Landfill. Therefore, the projected solid waste generation of the City at buildout of the General Plan, with the proposed Specific Plan, would cumulatively contribute 0.0005 percent per day (0.19 percent per year) of the 18,560,938 tons of solid waste capacity that is remaining at the Simi Valley Landfill.

Therefore, even with development of cumulative projects and the proposed Specific Plan, the facilities in place to accommodate future disposal are capable of handling the cumulative impact of the proposed Specific Plan. Expansion of the Simi Valley Landfill and Recycling Center, while not necessary to serve the proposed Specific Plan, will further enhance the facility's ability to accommodate long-term waste disposal needs. Similar to the proposed Specific Plan, cumulative development would be required to comply with federal, state, and local laws regulating solid waste disposal and diversion. As a result, the cumulative impact with regard to solid waste would be less than significant, and the adoption of the proposed Specific Plan will not contribute to this cumulative impact.

## 4.9 PUBLIC SERVICES

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### **INTRODUCTION**

*This section addresses the potential impact of the proposed Specific Plan on fire protection, police protection, schools, parks and recreation, wastewater services, and electrical and natural gas services.*

### ENVIRONMENTAL SETTING

The Ventura County Fire Protection District (VCFPD) provides fire prevention, fire suppression, and emergency services in the City of Thousand Oaks, including the Specific Plan area. The VCFPD consists of four operational divisions: administration, fire prevention, emergency services, and support services. The five battalions of the VCFPD staff 31 fire stations that provide service within the District boundaries, which includes the cities of Camarillo, Moorpark, Ojai, Port Hueneme, Simi Valley, and Thousand Oaks, and all unincorporated regions of Ventura County. The District has a staff of approximately 530 full-time employees, including over 400 uniformed personnel.

Battalion 3 provides fire protection service to Thousand Oaks, including the Specific Plan area. Battalion 3 is comprised of eight fire stations, six of which are located within the City of Thousand Oaks. The equipment and personnel at each of these facilities are summarized in **Table 4.9.1-1, Fire Service Characteristics for Battalion 3 Fire Stations**, and the locations of these stations in relation to the Specific Plan area are shown in **Figure 4.9.1-1, Fire Station Locations**. In 2009, the eight stations in Battalion 3 responded to 8,768 emergency incidents of which 6,081 were medical emergency responses.<sup>1</sup>

The closest fire stations to the proposed project are Station No. 30, located at 327 W. Hillcrest Drive, 0.6 mile to the west of the westerly boundary of the Specific Plan area, and Station No. 31, located at 151 Duesenberg Drive, 0.1 mile from the northerly boundary of the Specific Plan area. Although these are the closest fire stations to the Specific Plan area, they are not necessarily the primary fire stations from which firefighters would be dispatched to respond to incidents in the area.<sup>2</sup> The closest available resource, plus the closest available resources of the type needed, would respond to incidents within the Specific Plan area. The VCFPD uses a Global Positioning System (GPS) on all of their vehicles along with a computer-aided dispatch system (CAD) that allows dispatchers to identify and dispatch the closest available fire engine to an incident.<sup>3</sup> Upon arrival of the first responder, it is their priority to determine the needs and adjust the response of more units accordingly.

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<sup>1</sup> Ventura County Fire Protection District 2009 Annual Report, pg. 3, 2010. The 8,768 emergency incidents include the Newbury Park and Westlake Village portion of the City of Thousand Oaks.

<sup>2</sup> Assistant Fire Chief Vaughn Miller, Ventura County Fire Department, personal communication with Chris Graham, May 26, 2010.

<sup>3</sup> Assistant Fire Chief Vaughn Miller, Ventura County Fire Department, personal communication with Chris Graham, May 26, 2010.

**Table 4.9.1-1**  
**Fire Service Characteristics for Battalion 3 Fire Stations**

| <b>Fire Facility</b>   | <b>Personnel</b>                               | <b>Equipment</b>                                       | <b>Response Distance<sup>1</sup></b> |
|--|--|--|--------------------------------------|
| Station 30<br>Battalion Headquarters<br>325 W. Hillcrest Drive | 1 Chief Officer<br>1 Captain<br>7 Firefighters | 1 Engine<br>1 Aerial Ladder Truck<br>1 Command Vehicle | 2.7 miles                            |
| Station 31<br>151 Duesenberg Drive                             | 1 Captain<br>5 Firefighters                    | 1 Engine<br>1 Squad                                    | 1.0 miles                            |
| Station 32<br>830 S. Reino Road                                | 1 Captain<br>3 Firefighters                    | 1 Medic/Engine<br>1 Brush Engine<br>1 Patrol Vehicle   | 9.3 miles                            |
| Station 33<br>33 Lake Sherwood Drive                           | 1 Captain<br>3 Firefighters                    | 1 Engine<br>1 Reserve Engine<br>1 Utility Pickup       | 5.2 miles                            |
| Station 34<br>555 Avenida de los Arboles                       | 1 Captain<br>3 Firefighters                    | 1 Medic/Engine<br>1 Reserve Engine                     | 4.8 miles                            |
| Station 35<br>2500 W. Hillcrest Drive                          | 1 Captain<br>3 Firefighters                    | 1 Reserve Squad<br>1 Engine<br>1 Reserve Engine (OES)  | 5.6 miles                            |
| Station 36<br>855 N. Deerhill Road                             | 1 Captain<br>3 Firefighters                    | 1 Medic/Engine<br>1 Reserve Engine<br>1 Brush Engine   | 7.6 miles                            |
| Station 37<br>2010 Upper Ranch Road                            | 1 Captain<br>3 Firefighters                    | 1 Engine<br>1 Utility Van<br>1 Light and Air Unit      | 3.8 miles                            |

Source: County of Ventura, 2010.

<sup>1</sup> Distances to stations are measured from the station to the approximate center of the Thousand Oaks Specific Plan area.

For staffing purposes, the VCFPD uses a standard ratio of one firefighter per 3,000 to 4,000 residents, depending on the density of the development within the service area of the VCFPD. Based on a current population of 130,209 residents in the City of Thousand Oaks, the current firefighter-to-resident ratio for Battalion 3 is approximately one firefighter per 3,400 residents, which is consistent with this staffing standard. The VCFPD also has a response time standard of 4 to 7 minutes for emergency calls and 9 to 12 minutes for non-emergency calls. Battalion 3 currently has an average response time of 4 minutes and 50 seconds for emergency and non-emergency responses within the City of Thousand Oaks, and thus meets the response time standard.







In addition to providing service within the City of Thousand Oaks, VCFPD also participates in automatic and mutual aid services with neighboring jurisdictions. The VCFPD is a partner in the Statewide Master Mutual Aid System, which includes Los Angeles City and County Fire Departments, CalFire, United States Forest Service, Oxnard Fire Department, Fillmore Fire Department, Santa Paula Fire Department, Ventura City Fire Department, Santa Barbara County Fire Department, Governor's Office of Emergency Services, and Kern County Fire Department.

## REGULATORY FRAMEWORK

### State Regulations

#### *California Health and Safety Code*

State fire regulations set forth in Section 13000 et seq., of the California Health and Safety Code include regulations for building standards (as also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training. The City has recently adopted the newest version of the California Building Code.

#### *California Code of Regulations*

Construction within the City, including the Specific Plan area, is required to comply with the California Fire Code (Part 9), which incorporates fire codes and safety standards published by the International Code Council.<sup>4</sup> Provisions of the Code particularly relevant to the type of development that the proposed Specific Plan would authorize include minimum fire flow, sprinkler systems, fire hydrant locations, and standpipe locations. The proposed Specific Plan would also be required to comply with the California Building Code (Part 2), California Electrical Code (Part 3), California Mechanical Code (Part 4), and the California Plumbing Code (Part 5) in Title 24 of the California Code of Regulations.

The Uniform Fire Code contains regulations relating to construction and maintenance of buildings and the use of premises. Topics addressed in the code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and premises. The Code contains specialized technical regulations related to fire and life safety.

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<sup>4</sup> California Building Standards Commission, CCR Title 24, Part 9 California Fire Code, 2010.

## Local Regulations

### *Ventura County Fire Protection District Facilities Fee*

In order to continue to provide fire protection services to the community as new development occurs, the VCFPD assesses Fire Protection Facility Fees on all new projects in conjunction with the issuance of building permits. As of April 6, 2010, the current fees are \$0.49 per square foot for nonresidential construction, \$979.46 per single-family dwelling unit, and \$712.87 per multi-family dwelling.<sup>5</sup> A \$15.00 administrative fee per payment invoice supplements each of these fees. These fees ensure that the VCFPD will be able to provide adequate fire protection services to accommodate future growth within the VCFPD service area.

### *Ventura County Fire Protection District Ordinance No. 27*

On November 23, 2010, the Ventura County Board of Supervisors, as the governing body of the VCFPD, adopted Ordinance No. 27. This Ordinance adopted by reference the 2010 California Fire Code and the 2009 International Fire Code, and adopted certain local amendments.

### *City of Thousand Oaks General Plan*

The *City of Thousand Oaks General Plan* Safety Element contains the following goals, policies, and programs that are relevant to fire service within the Specific Plan area:

#### Goals

- Provide minimum standards to protect life, limb, property, safety, and welfare of the citizens of the City by regulating and controlling the hazards of fire and explosion arising from the storage, handling, and use of hazardous substances, materials, and devices and from conditions hazardous to life or property in the use or occupancy of buildings or premises.

#### Policies and Programs

1. Continue to enforce the following:
  - California Health and Safety Code, Division 12, Part 2.7 (Fire District Law) and Part 5;
  - Ventura County Fire Protection Ordinance 22;

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<sup>5</sup> Board of Supervisors, County of Ventura, State of California, Ordinance No. 4368, An Ordinance of the Ventura County Board of Supervisors Amending Provisions of the Ventura County Ordinance Code Pertaining to Fire Protection Facilities Fees, October 23, 2007.

- Ventura County Fire Protection District Ordinance 22; Uniform Fire Code, Article 11, Division VII, Abatement of Combustible and Flammable Materials; and,
  - Title 6, Chapter 4 of the Thousand Oaks Municipal Code;
2. Continue to provide adequate fire protection and prevention services to meet the needs of the community and continue to support interjurisdictional fire protection agreements;
  3. Continue to strive for 6.5-minute response time to all fire and life safety emergency responses;
  4. Provide adequate fire flow for all new developments in accordance with the 1994 Uniform Fire Code, Appendix III-An and adopted Amendments (or the most current edition of the Uniform Fire Code as adopted);
  5. Equip proposed structures greater than 5,000 square feet in area with an automatic fire sprinkler system in accordance with Ventura County Ordinance No. 22, Appendix VII; and,
  6. Require that all construction be in accordance with the most current version of the Uniform Building Code as adopted by the City of Thousand Oaks.

### ***City of Thousand Oaks Municipal Code***

The City of Thousand Oaks has ratified the VCFPD's local amendments to the most recent Fire Code, as specified in the Municipal Code.<sup>6</sup> The Fire Code includes regulations pertaining to inspection of permanent and temporary buildings; investigation of fires; review of construction plans; fire and life safety education; the design and construction of new buildings, remodeling of existing buildings and additions to existing buildings; design of fire protection systems and equipment; access requirements; hazards from outside fires; and storage, use, processing, handling, and on-site transportation of flammable and combustible gases, liquids, solids, and hazardous materials.

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<sup>6</sup> City of Thousand Oaks Municipal Code, Title 4 Public Safety, Chapter 6 Fire Control and Prevention, Section 4-6.01 Uniform Fire Code.

## ENVIRONMENTAL IMPACTS

### Thresholds of Significance

The following thresholds for determining the significance of impacts related to fire protection and emergency medical services are contained in the environmental checklist form contained in Appendix G of the most recent update of the *California Environmental Quality Act (CEQA) Guidelines*. A significant impact would occur if the proposed Specific Plan would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services.

### Methodology

Evaluation of potential fire service impacts is based on consultation with VCFPD staff and review of applicable emergency response and evacuation plans, and other relevant documents. The following analysis focuses on the existing service levels of the VCFPD and its ability to continue to provide adequate service when the residential and commercial uses of the proposed Specific Plan are developed. The impact analysis considers the type and amount of additional development projected to result from adoption of the proposed Specific Plan.

### Impact Analysis

|                  |   |
|------------------|---|
| <b>Threshold</b> | <b>Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services.</b> |
|------------------|---|

**Impact 4.9.1-1**      **Future development that may result from the adoption of the proposed Specific Plan would not result in the need for additional fire protection and emergency services facilities, the construction of which could result in physical environmental impacts. (Class III)**

Development of the residential units and commercial uses that would occur as part future development within the proposed Specific Plan area would incrementally increase demand for fire protection services

within the City of Thousand Oaks. The proposed Specific Plan provides development standards to guide long-term growth in the Specific Plan area, which would result in an increase in residential population in the Specific Plan area, and additional commercial and other non-residential development, as outlined in **Section 3.0, Project Description**.

As discussed above, the current firefighter-to-resident ratio for Battalion 3 is approximately one firefighter per 3,400 residents. The direct impact of development within the Specific Plan area would result in the addition of approximately 750 residents to the City of Thousand Oaks, based on an average household size of 2.0 persons per unit for the 375 multi-family (apartment) residential units estimated for the proposed Specific Plan. Added to existing development, this would bring total City population to about 131,000 residents, and the firefighter ratio (assuming the same number as present) to one firefighter per 3,450 residents.

As noted above, the VCFPD uses a standard ratio of one firefighter per 3,000 to 4,000 residents to determine staffing levels at local fire stations. Because the applicable ratio under this direct impact scenario would fall within this range, the proposed Specific Plan would not have an adverse effect on provision of fire protection services within the City.

Battalion 3 has an average response time of 4 minutes and 50 seconds for emergency and non-emergency responses within the City of Thousand Oaks. Development of the residential units and commercial uses that would occur as part of the proposed Specific Plan would increase demand of calls for service in the Specific Plan area. As discussed above, the VCFPD tries to maintain a standard response time of 4 to 7 minutes for emergency calls and 9 to 12 minutes for non-emergency calls. Even with development of the additional residential and non-residential uses under the proposed Specific Plan, response times are not expected to increase above the response time standard as set forth by the VCFPD. The Specific Plan area is centrally located and readily accessible to nearby fire stations. Due to these factors, the Specific Plan lends itself to certain efficiencies in the delivery of this service.

Since future development of residential units and non-residential land uses within the Specific Plan area would not exceed VCFPD standards for fire protection services, no additional fire facilities are required to serve future development within the Specific Plan area at this time. The VCFPD would review all discretionary development allowed by the proposed Specific Plan to ensure that an adequate level of fire protection can be provided throughout its service boundary. As part of this review, the VCFPD would analyze the need for additional facilities as future development of residential units and commercial uses within the Specific Plan area occurs.<sup>7</sup> Finally, future development that may result from the adoption of

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<sup>7</sup> Communication with Captain Ed Stafford, Ventura County Fire Department, Station 30, with Chris Graham, Impact Sciences, Inc., April 21, 2010.

the proposed Specific Plan would be required to pay the Fire Protection Facility Fees current at the time building permits are issued within the Specific Plan area. The funds collected from the Fire Protection Facility Fees would fund any additional fire protection facilities that would be required as determined necessary by the VCFPD.

For these reasons, future development that may result from the adoption of the proposed Specific Plan would not result in the need for additional fire protection facilities, the construction of which could result in physical environmental impacts, and this impact is less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

## **CUMULATIVE IMPACTS**

Anticipated future development in the City of Thousand Oaks and neighboring communities would increase development in the region. Development of this cumulative growth would result in additional calls for fire protection services from the VCFPD. In order to meet increase demands, the VCFPD may need new or physically altered facilities to accommodate staff and equipment to meet increased demand, the construction of which could cause significant environmental impacts. Such resources would be funded by the required payment of Fire Protection Facility Fees, which would fund any additional fire protection facilities that would be required as determined necessary by the VCFPD. If additional fire protection facilities are needed in order to provide adequate fire protection services, project-level environmental review would be required prior to the construction of the necessary facilities, and such projects would be required to provide mitigation for any potential impacts.

Based on a projected population of about 134,000 residents under buildout of existing General Plan conditions plus the proposed Specific Plan, and with no additional firefighters added to the coverage area of Battalion 3, the firefighter-to-resident ratio in the City would increase to about one firefighter per 3,525 residents, which is within the one per 3,000 to 4,000 population standard. This is considered the cumulative impact of the project. Because the applicable ratio under this cumulative impact scenario would fall within this range, the proposed Specific Plan would not have an adverse cumulative effect on provision of fire protections services within the City. The cumulative impact, therefore, on fire protection services would be less than significant, and the contribution of the proposed Specific Plan to this impact would not be cumulatively considerable.

### ENVIRONMENTAL SETTING

The Ventura County Sheriff's Department provides law enforcement services for the City of Thousand Oaks, including the Specific Plan area, pursuant to a contract to the City. Sheriff's Department employees fulfilling this contract are collectively known as the Thousand Oaks Police Department.

The nearest Department station is the East Valley Law Enforcement Facility, which serves as the Thousand Oaks Police Department headquarters, located at 2101 East Olsen Road, approximately 5 miles from the Specific Plan area. **Figure 4.9.2-1, Police Station Locations**, shows the location of the Thousand Oaks Police Department headquarters in relation to the Specific Plan area. The Police Department also operates three Community Resource Centers – at the Civic Arts Plaza, at the Oaks Shopping Center, and at 2331 Borchard Road in the Newbury Park area of the City.

The Thousand Oaks Police Department has a sworn force of 94 officers. Besides patrol officers, the department has a youth officer, three school resource officers, a crime prevention officer, six detectives, and six special enforcement/gang unit personnel (five officers and one administrative aide).<sup>1</sup>

Patrol deputies handle calls for service, issue traffic citations, arrest criminal violators, and keep the peace. In addition, the patrol deputies perform follow-up investigations of misdemeanor crimes in the City. The majority of patrol activity results from calls for service. Calls can be of a criminal or noncriminal nature. Non-criminal calls include, but are not limited to, public service, medical emergencies, lost children or property, missing persons, traffic problems, and neighborhood disputes. In 2009, the Thousand Oaks Police Department reported 1,983 (Part 1) crimes and 1,656 (Part-II) crimes.<sup>2</sup>

The Ventura County Sheriff's Department does not use a standard ratio of officers-to-residents to determine staffing levels. Based on a current population of 130,209 residents in the City of Thousand Oaks, the current officer-to-resident ratio is approximately one officer per 1,385 residents. However, the Ventura County Sheriff's department does have a response time goal of 5 minutes for emergency responses.

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<sup>1</sup> City of Thousand Oaks website <http://www.toaks.org/government/depts/police/patrol.asp>, Police Department. Accessed April 6, 2010.

<sup>2</sup> Part 1-Violent Crimes include homicides, rape, robbery, assault, and aggravated assault. Part 1-Property Crimes include burglary, larceny, motor vehicle theft. Part II crimes include accessory bribery, animal abuse, assaults, contributing to a minor, other felonies, etc.



In 2009, the Thousand Oaks Police Department's average response time was 5.01 minutes, virtually the same as the target response goal for emergency calls. In 2009, the Thousand Oaks Police department had an average response time of 7.14 minutes for non-emergency calls.<sup>3</sup>

## REGULATORY FRAMEWORK

### Local Regulations

The *City of Thousand Oaks General Plan* does not contain any specific goals, objectives, or policies regarding police protection services within the City of Thousand Oaks.

#### *City of Thousand Oaks Municipal Code*

##### **Capital Improvement Fees (Thousand Oaks Municipal Code Sections 8-2.01 through 8-2.05)**

In 1984, the Thousand Oaks City Council established a Police Facilities Development Fee in order to require new development to offset its impact on Police Department facilities. This fee is paid to the City of Thousand Oaks prior to the issuance of any building permit for the new construction or additions to existing buildings of all land use types.<sup>4</sup> All of the Police Development Impact Fees collected from new development within the City is deposited in a restricted account within the City Treasury, and the fees and any interest earned are used for the purposes of acquiring or improving facilities used in providing police services to the City.

##### **Building Security Ordinance (Thousand Oaks Municipal Code Section 8-1.20)**

The City of Thousand Oaks is one of the pioneers in the state with respect to incorporating crime prevention measures in its planning process. This commitment is expressed in the City's Building Security Ordinance, which is codified in Sec. 8-1.20 of the Municipal Code. This section establishes standards to regulate and control the design, construction, quality of materials, use, location, and maintenance, as they relate to building security, of all buildings and structures within the City. These standards have enhanced security at residential and nonresidential buildings within the City, resulting in greater safety for residents and businesses, and fewer calls for service to the Thousand Oaks Police Department.

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<sup>3</sup> Written correspondence with David James, Ventura County Sheriff's Department, City of Thousand Oaks Station, with Chris Graham, Impact Sciences, May 20, 2010.

<sup>4</sup> City of Thousand Oaks Municipal Code, Chapter 2 Capital Improvement Fees, Sections 8-2.01 through 8-2.05, February 14, 1984.







## ENVIRONMENTAL IMPACTS

### Thresholds of Significance

The following thresholds for determining the significance of impacts related to police protection are contained in the environmental checklist form contained in Appendix G of the most recent update of the *California Environmental Quality Act (CEQA) Guidelines*. A significant impact would occur if the proposed Specific Plan would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services.

### Methodology

Evaluation of potential police service impacts was based on consultation with staff from the Thousand Oaks Police Department. The following evaluation focuses on the proposed police protection and law enforcement impacts of the proposed Specific Plan and whether these impacts would have a significant effect on the physical environment. The impact analysis considers development anticipated by the proposed Specific Plan.

### Impact Analysis

|                  |   |
|------------------|---|
| <b>Threshold</b> | <b>Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services.</b> |
|------------------|---|

**Impact 4.9.2-1                      Future development that may result from the adoption of the proposed Specific Plan would not result in the need for additional police protection facilities, the construction of which could result in physical environmental impacts. (Class III)**

Development of the residential units and commercial uses that would occur as part of the proposed Specific Plan would increase demand upon the Thousand Oaks Police Department services.

The proposed Specific Plan provides development standards to guide long-term growth in the Specific Plan area, which would result in increased population and additional residential and commercial development, as described in **Section 3.0, Project Description**.

As discussed above, the current officer-to-resident ratio is approximately one officer per 1,385 residents. The direct impact of development within the Specific Plan area would result in the addition of approximately 750 residents to the City of Thousand Oaks, based on an average household size of 2.0 persons per unit for the 375 multi-family (apartment) residential units estimated for the proposed Specific Plan. Added to existing development, this would bring total City population to about 131,000, and the officer ratio (assuming the same number as present) to one officer per 1,394 persons.

The Ventura County Sheriff's department does not use a standard ratio of officers-to residents to determine staffing levels. However, if the current ratio of one officer per 1,385 population were to be maintained, the direct population growth impact of the Specific Plan would result in the need for about one half of an officer. Such an increase in number of officers could be accommodated within existing facilities, as the increase would not be substantial.

The average response time of officers in the City of Thousand Oaks in 2009 was 5.01 minutes for emergency calls and 7.14 minutes for non-emergency calls. Development of the residential units and non-residential uses that would occur as part of the proposed Specific Plan would increase demand of calls for service in the Specific Plan area. As discussed above, the Ventura County Sheriff's Department tries to maintain a response time goal of 5 minutes to respond to emergency calls. Since the proposed Specific Plan is within the central part of the City with easy access from freeways and arterial streets, response to calls for service associated with future development within the proposed Specific Plan area may well be as good or better than the Citywide averages. The increased demand for services associated with development in the Specific Plan area may slightly increase the average response time for emergency calls Citywide, which is currently above the Department's response time goal for emergency calls. However, the increase in the response time for emergency calls would not negatively affect the ability of the Sheriff's Department to respond to calls for service, as the increase would not be substantial.

As future development of residential units and commercial uses within the Specific Plan area would not negatively affect staffing levels and response times within the City, no additional police facilities are required to serve future development that may result from the adoption of the proposed Specific Plan at this time. The Ventura County Sheriff's Research and Planning Department would review Citywide growth trends and needs including the proposed Specific Plan, to ensure that an adequate level of police protection can be provided within the City as contracted by the Thousand Oaks City Council.

As part of this review, the Research and Planning Department would analyze the need for additional facilities as future development of residential units and commercial uses within the Specific Plan area, and throughout the City, occurs.<sup>5</sup>

Finally, future development that may result from the adoption of the proposed Specific Plan would be required to pay the City development impact fees current at the time individual projects are approved. The funds collected from these fees would be combined with funds generated by other projects to offset the costs for any new law enforcement facilities that may result from development of the proposed Specific Plan and other future Citywide growth. Although development within the Specific Plan area is not expected to necessitate an expansion of existing law enforcement facilities, the County of Ventura does have available land adjacent to the existing East Valley Law Enforcement Facility that could be used for such purposes if the need arose. At the time such a project might be proposed, the Ventura County Sheriff's Department as lead agency would evaluate the potential environmental effects and incorporate mitigation measures where necessary and feasible to offset the environmental impact. For these reasons, future development that may result from the adoption of the proposed Specific Plan would not result in the need for additional police protection facilities, the construction of which could result in physical environmental impacts, and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

## **CUMULATIVE IMPACTS**

Anticipated future development in the City of Thousand Oaks and neighboring communities would increase development in the region. Development of this cumulative growth would result in additional calls for police protection services from the Thousand Oaks Police Department (Ventura County Sheriff's Department). In order to meet increased demands, the Ventura County Sheriff's Department may need new or physically altered facilities to accommodate staff and equipment to meet increased demand, the construction of which could cause significant environmental impacts. Such resources would be funded by the required payment of Police Facilities Development Fees.

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<sup>5</sup> Ventura County, Final Subsequent Environmental Impact Report for Focused Ventura County General Plan Update, June 22, 2005, pg. 177.

If additional Thousand Oaks Police Department facilities are needed in order to provide adequate police protection services, project-level environmental review would be required prior to the construction of the necessary facilities, and such projects would be required to provide mitigation for any potential impacts.

Based on a projected population of about 134,000 residents under buildout of existing General Plan conditions plus the proposed Specific Plan, and with no additional patrol officers added to the Police force serving Thousand Oaks, the officer-to-resident ratio in the City would increase to about one officer per 1,425 residents. This represents a potentially significant cumulative impact. Because the applicable ratio under this cumulative impact scenario would fall within this range, the proposed Specific Plan would not have an adverse cumulative effect on provision of police protection services within the City. The cumulative impact, therefore, on police protection services would be less than significant, and the contribution of the proposed Specific Plan to this impact would not be cumulatively considerable.

### ENVIRONMENTAL SETTING

The Specific Plan area is located within the boundaries of the Conejo Valley Unified School District (CVUSD). The district serves students in the central Thousand Oaks, Newbury Park, and Westlake Village portions of the City, as well as some nearby unincorporated areas. Currently, CVUSD operates 18 elementary schools, 5 middle schools, 5 high schools, and 1 adult school.<sup>1</sup> During the 2008–2009 school year, the CVUSD had a total enrollment of 21,655, including 1,440 kindergarten students, 7,591 elementary students, 5,071 middle school students, and 7,553 high school students.<sup>2</sup>

The CVUSD would serve students generated by any future residential development occurring in the Specific Plan area. Students within the Specific Plan area would attend Conejo Elementary School, Colina Middle School, and Westlake High School. **Figure 4.9.3-1, School Locations**, shows the locations of the schools that would serve the Specific Plan area.

Conejo Elementary School serves kindergarten through 5<sup>th</sup> grade. Its current enrollment capacity is 590 students and its current enrollment is 529 students.<sup>3</sup> Colina Middle School serves grades 6<sup>th</sup> through 8<sup>th</sup>. Its current enrollment capacity is 1,179 students and its current enrollment is 1,064 students.<sup>4</sup> Westlake High School serves grades 9<sup>th</sup> through 12<sup>th</sup>. Its current enrollment capacity is 2,656 students and its current enrollment is 2,367 students.<sup>5</sup> **Table 4.9.3-1, Conejo Valley Unified School District Schools Serving the Specific Plan Area**, summarizes the enrollment and capacities of these schools.

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<sup>1</sup> Conejo Valley Unified School District website, <http://www.conejo.k12.ca.us/Schools/SchoolAccountabilityReportCardsSARC/tabid/606/Default.aspx>, Accessed April 6, 2010.

<sup>2</sup> California Department of Education, Ed-Data Base, District Report Conejo Valley Unified School District 2008-2009, <http://www.eddata.k12.ca.us/Navigation/fsTwoPanel.asp?bottom=%2Fprofile.asp%3Flevel%3D06%26reportNumber%3D16>. Accessed April 6, 2010.

<sup>3</sup> Electronic communication with Debbie Hanna, Conejo Valley Unified School District, with Chris Graham of Impact Sciences, Inc. April 13, 2010.

<sup>4</sup> Electronic communication with Debbie Hanna, Conejo Valley Unified School District, April 27, 2010.

<sup>5</sup> Electronic communication with Debbie Hanna, Conejo Valley Unified School District, April 13, 2010.

**Table 4.9.3-1**  
**Conejo Valley Unified School District Schools Serving the Specific Plan Area**

| School   | Type         | Current Capacity | Current Enrollment | Available Seats |
|----------|--------------|------------------|--------------------|-----------------|
| Conejo   | Elementary   | 590              | 529                | 61              |
| Colina   | Intermediate | 1,179            | 1,064              | 115             |
| Westlake | High School  | 2,656            | 2,367              | 289             |

*Source: Conejo Valley Unified School District, 2010.*

## REGULATORY FRAMEWORK

### California State Assembly Bill 2926—School Facilities Act of 1986

The California Department of Education (CDE) has traditionally been responsible for the funding of local public schools. To assist in providing facilities to serve students generated by new development projects, the state passed Assembly Bill (AB) 2926,<sup>6</sup> which allowed school districts to collect impact fees from developers of new residential and commercial/industrial building space. These development fees are deemed to be “full and complete school facilities mitigation”<sup>7</sup> for impacts caused by new development. The legislation also recognized the need for fees to be adjusted periodically to keep pace with inflation. The State Allocation Board sets the maximum fees according to the adjustment for inflation in the statewide index for school construction.

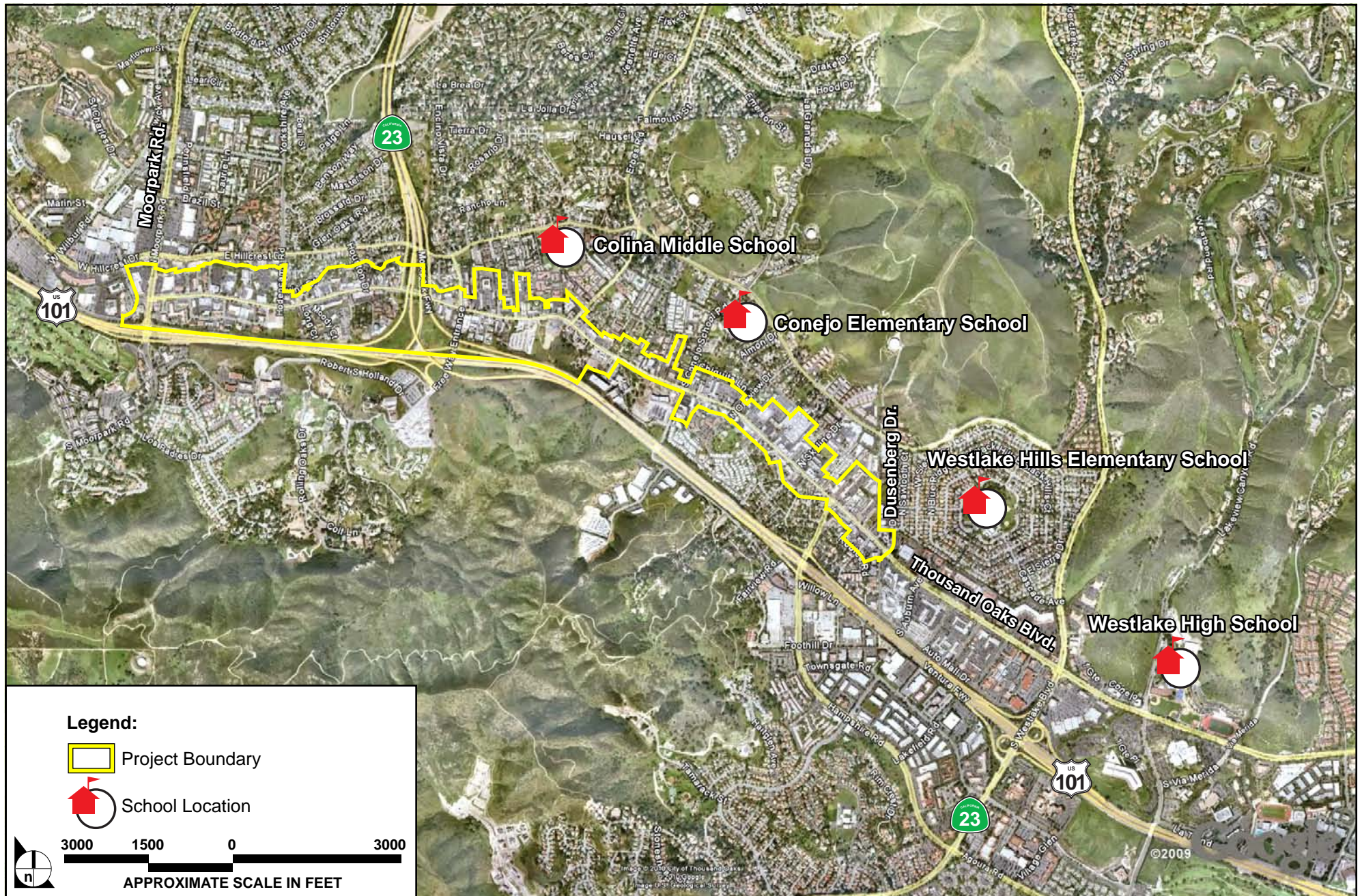
### California State Allocation Board

The State Allocation Board authorizes school districts to collect developer fees to mitigate the impact of new development on school costs. The State Allocation Board determines developer fee rates and may adjust them annually. Current state statutes dictate that school districts have the authority to levy statutory or Level I fees on new development at rates of \$2.97 per square foot of new residential development and \$0.47 per square foot for commercial and industrial development. Because these Level I fees often do not generate sufficient funding for new schools, districts may use Level II fees to generate half the cost of providing new school facilities. Use of Level II fees assumes that the state will provide the other half of the cost of new schools through the issuance of general obligation bonds.

<sup>6</sup> State of California, Government Code, Section 65995 et seq.

<sup>7</sup> State of California, Government Code, Government Code, Section 65996.





SOURCE: Google Earth – March 2005, Impact Sciences, Inc. – April 2010

FIGURE 4.9.3-1

School Locations



In the event that the state does not have funding available, participating districts have the option to temporarily increase the fees to Level III fees on new residential development to try to meet their needs if the district meets certain conditions, such as having 20 percent of the classrooms in the district are classified as relocatable.

## **Local Regulations**

### ***City of Thousand Oaks General Plan***

The *City of Thousand Oaks General Plan* Public Buildings Element contains goals, objectives, and policies regarding schools and other public and quasi-public uses within the City of Thousand Oaks.

### ***Conejo Valley Unified School District***

Local funding sources used by the CVUSD include both nonrevenue and revenue monies. Nonrevenue funds include lease/purchases, certificates of participation, local bonds, and other mechanisms, which are typically loans. Revenue funds include the CVUSD general fund, money from the sale of unused school sites, general obligation funds, redevelopment agreement funds, developer fees, and others such as grants, private donations, etc.

Developer fees are another source of funding available to districts. Developer fee justification studies are prepared for each individual school district under the requirement of state law and provide specific fee amounts to be paid, as part of the development process, for school funding. The reports provide justification for continuing to collect residential and commercial/industrial development fees, in accordance with state law.

In accordance with state legislation regarding school facilities fees, CVUSD currently applies a fee on development and construction projects in the amount of \$2.97 per square foot of residential construction and \$0.47 per square foot for commercial/industrial and certain senior citizens housing construction. This fee applies to all projects within the boundaries of the CVUSD unless exemptions are allowed under certain conditions by state legislation. The school facilities fee is payable directly to the CVUSD through the District's Planning and Facilities Department. After payment, the applicant's Certificate of Compliance form will be signed by a District representative and issued to the applicant.<sup>8</sup>

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<sup>8</sup> Conejo Valley Unified School District, Information Regarding School Facilities fees for Building Permit Applicants, <http://www.conejo.k12.ca.us/Portals/0/Users/Facilities/Planning/Dev%20Fees%202-28-08.pdf>. Accessed April 6, 2010.

Since developer fees do not ensure the construction of new schools or school-related facilities such as libraries or playgrounds, local bonds are used to fund such facilities. Bond money is also used for long-term upgrades to existing deficiencies within the school system. The last local school bond passed was in 1998 (Measure R), and has primarily been used for improvement projects and upgrades for older schools in the district.

## ENVIRONMENTAL IMPACTS

### Thresholds of Significance

The following thresholds for determining the significance of impacts related to schools are contained in the environmental checklist form contained in Appendix G of the most recent update of the *California Environmental Quality Act (CEQA) Guidelines*. A significant impact would occur if the proposed Specific Plan would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools.

### Methodology

Evaluation of potential public school impacts associated with the adoption of the proposed Specific Plan is based on review of the CVUSD Developer Fee Justification Study and from consultation with District planning staff.

### Impact Analysis

|                   |  |
|-------------------|--|
| <b>Threshold:</b> | <b>Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools.</b> |
|-------------------|--|

**Impact 4.9.3-1** Future development that may result from the adoption of the proposed Specific Plan would not result in the need for additional school facilities, the construction of which could result in physical environmental impacts. (Class III)

Future development that may result from the adoption of the proposed Specific Plan would result in a minimal increase in student attendance at Conejo Elementary School, Colina Middle School, and Westlake High School, which are the CVUSD schools that serve the Specific Plan area. CVUSD uses student generation rates, summarized in **Table 4.9.3-2 CVUSD Student Generation Rates**, to determine the student population potential of new development.

**Table 4.9.3-2**  
**CVUSD Student Generation Rates**

| <b>Grade Level</b>  | <b>Single Family Residential Units</b> | <b>Multi-Family Residential Units</b> |
|---------------------|--|---------------------------------------|
| Elementary (K–5)    | 0.35                                   | 0.15                                  |
| Middle School (6–8) | 0.12                                   | 0.05                                  |
| High School (9–12)  | 0.25                                   | 0.10                                  |

*Source: Conejo Valley Unified School District, 2010.*

The Specific Plan area is currently developed with six single-family residential units and 57 senior apartment units. No further residential units are expected within the Specific Plan area under current General Plan land use designations for the area. Future development within the Specific Plan area is projected to result in the addition of up to 375 multi-family residential units.

Based on the residential development forecast under the proposed Specific Plan, and using student generation rates provided by CVUSD, **Table 4.9.3-3, Proposed Specific Plan Student Generation**, provides an estimate of the student population that would be generated if all 375 units are developed.

**Table 4.9.3-3**  
**Proposed Specific Plan Student Generation**

| <b>Proposed Specific Plan Residential Units</b> | <b>Elementary School Students Generated</b> | <b>Middle School Students Generated</b> | <b>High School Students Generated</b> | <b>Total Students Generated</b> |
|---|---|---|---------------------------------------|---------------------------------|
| 375 Multi-Family Residential Units              | 56  | 19                                      | 38                                    | 113                             |

*Source: Impact Sciences, Inc., 2010.*

The additional student population generated by new residential development under the proposed Specific Plan would attend CVUSD schools, as discussed above. **Table 4.9.3-4, 2010 School Enrollments Plus Specific Plan Student Generation**, shows the potential enrollments at schools serving the Specific Plan area with the additional students generated by development of the 370 multi-family residential units within the Specific Plan area.

**Table 4.9.3-4**  
**2010 School Enrollments Plus Specific Plan Student Generation**

| <b>School</b>        | <b>2010 School Capacity</b> | <b>2009-2010 Enrollments</b> | <b>Total Enrollment with proposed Specific Plan</b> |
|----------------------|-----------------------------|------------------------------|---|
| Conejo Elementary    | 590                         | 529                          | 585   |
| Colina Middle School | 1,179                       | 1,064                        | 1,083   |
| Westlake High School | 2,656                       | 2,367                        | 2,404   |

*Source: Impact Sciences, Inc. April 2010.*

As shown in **Table 4.9.3-4**, the projected student population generated by future development that may result from the adoption of the proposed Specific Plan would not exceed the design capacity of existing school facilities serving the Specific Plan area. Therefore, the CVUSD would not need to develop a new elementary school, middle school, or high school, to accommodate the expected student generation from implementation of the proposed Specific Plan. The CVUSD collects school facilities fees to fund the construction of new and expanded school facilities, as discussed above, if CVUSD determines that a need for new schools is required. The current fees are \$2.97 per square foot for residential development and \$0.47 per square foot for non-residential and senior citizen housing development.

All new development allowed by the proposed Specific Plan would be required to pay these fees to CVUSD prior to issuance of occupancy permits. Although future development that may result from the adoption of the proposed Specific Plan would not exceed the design capacity of existing school facilities serving the Specific Plan area, applicants developing in the proposed Specific Plan would still be required to pay the CVUSD school facilities fees. For these reasons, future development that may result from the adoption of the proposed Specific Plan would not result in the need for additional school facilities, the construction of which could result in physical environmental impacts, and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

## **CUMULATIVE IMPACTS**

Anticipated future development in the City of Thousand Oaks and neighboring communities would increase development in the region. This increase in development would result in the generation of additional students within the CVUSD service area. In order to meet increase demand, CVUSD may need new or physically altered school facilities to accommodate the increase in students that are generated, the construction of which could cause significant environmental impacts. The CVUSD has experienced a decrease in enrollment in elementary schools within recent years and its elementary schools are currently operating below capacity.<sup>9</sup> In addition, middle schools and high schools within the CVUSD are also currently operating below capacity.<sup>10</sup> As a result, capacity exists to serve additional students generated by cumulative development within the CVUSD service area. As discussed previously, CVUSD collects school facilities fees for all new development within its service boundaries. The current fees are \$2.97 per square foot for residential development and \$0.47 per square foot of commercial and senior citizen housing uses. All new cumulative development would be required to pay these fees to CVUSD prior to issuance of certificate of occupancy. Payment of these fees would be considered full and complete mitigation of impacts to CVUSD schools for both the proposed Specific Plan and any cumulative projects within the City. The cumulative impact, therefore, on schools, would be less than significant, and the contribution of the proposed Specific Plan to this impact would not be cumulatively considerable.

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<sup>9</sup> Written communication with Debbie Hanna, Conejo Valley Unified School District, with Chris Graham Impact Sciences, Inc, May 12, 2010.

<sup>10</sup> Written communication with Debbie Hanna, Conejo Valley Unified School District, May 12, 2010.

## 4.9.4 Parks and Recreation

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### ENVIRONMENTAL SETTING

The Specific Plan area is located within the boundaries of the Conejo Recreation and Parks District (CRPD), a special district under the Public Resources Code, which owns and maintains parks and recreation facilities throughout its territory. The CRPD is somewhat larger than City, but all land within the City is also within the District.

The City's Municipal Code (Quimby Act Ordinance) sets an overall standard of 9 acres of parks and open space per 1,000 residents.<sup>1</sup> In its Master Plan, the CRPD follows a national standard of 10 acres per 1,000 persons. Based on the CRPD standards, community parks, playfields and neighborhood parks account for 5 acres of the total 10 acres per 1,000 population and the district-wide parks provide the additional 5 acres. Thousand Oaks also has approximately 15,000 acres of natural open space, about 11,000 of which are maintained by the Conejo Open Space and Conservation Agency (COSCA), a joint powers authority between the City of Thousand Oaks and CRPD.<sup>2</sup>

The CRPD currently maintains 2,662 acres of parks and open space within the City. **Table 4.9.4-1, Conejo Recreation and Park District Park Inventory**, shows the types and acreage of parks maintained by the district.

Given the City's estimated 2010 population of 130,209, there are 426 acres of neighborhood, playfield and community parks or approximately 3.3 acres per 1,000 residents, and 44 acres of district-wide parkland or approximately 0.3 acre per 1,000 residents; both ratios are less than the City and CRPD standards.

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<sup>1</sup> Conejo Recreation & Park District, Master Plan, March 9, 2010.

<sup>2</sup> Conejo Recreation & Park District, Park and Facilities Guide, November 2009.

**Table 4.9.4-1**  
**Conejo Recreation and Park District Park Inventory**

| <b>Park Types<sup>2</sup></b>       | <b>Acreage of<br/>Park Type</b> | <b>Required<br/>Acreages<sup>2</sup></b> | <b>Excess/<br/>Deficiencies</b> |
|-------------------------------------|---------------------------------|--|---------------------------------|
| Neighborhood Parks                  | 209                             | 321.4                                    | (112.4)                         |
| Community Parks                     | 154                             | 160.7                                    | (6.7)                           |
| Playfields                          | 63                              | 160.7                                    | (97.7)                          |
| District Wide Parks                 | 44                              | 642.8                                    | (598.8)                         |
| Miscellaneous Parkland <sup>1</sup> | 2,192                           | NA                                       |                                 |
| <b>Total</b>                        | <b>2,662</b>                    | <b>1,285.6</b>                           | <b>(815.6)</b>                  |

*Source: Conejo Recreation and Park District*

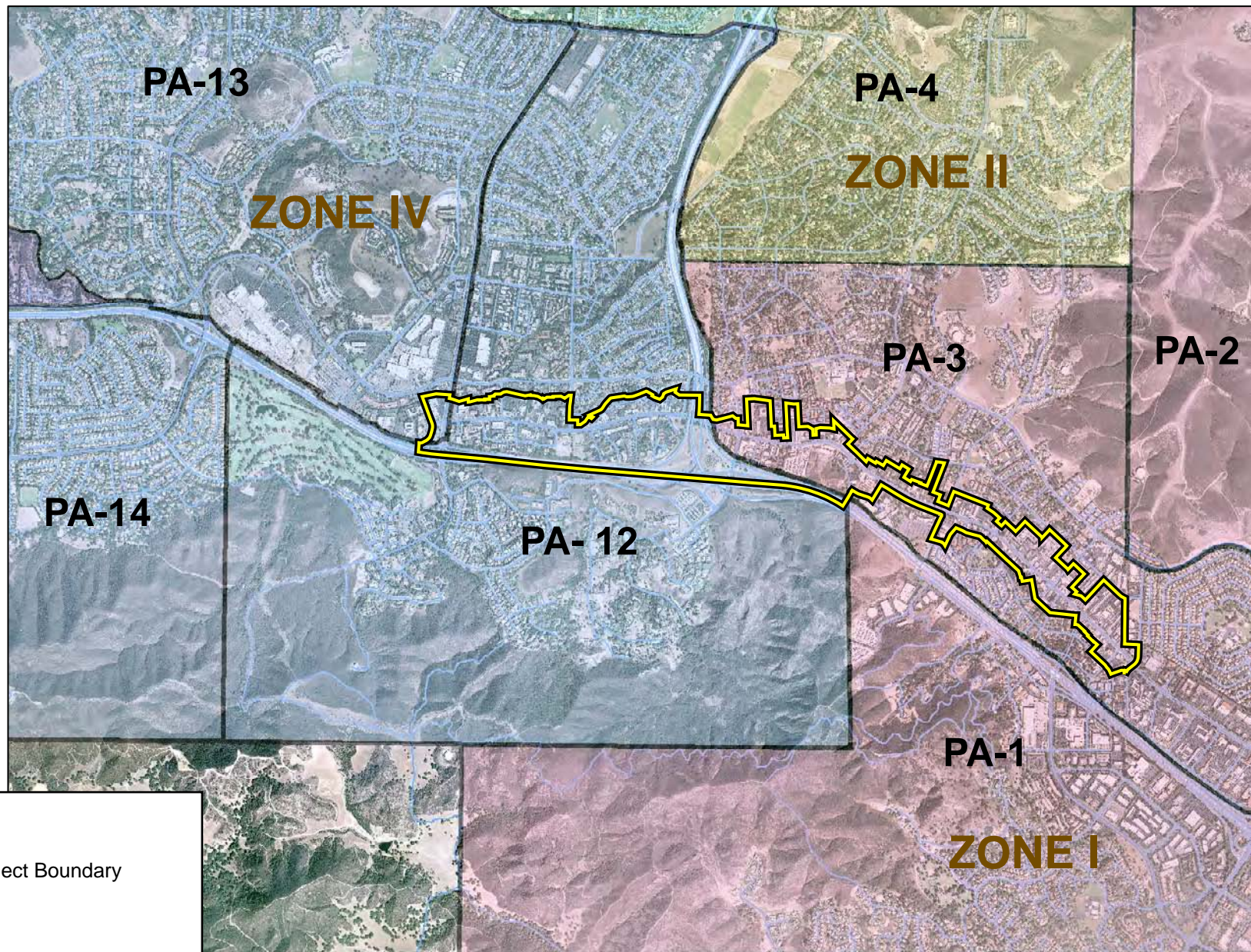
<sup>1</sup> This includes open space, open space that is currently closed to public use, and equestrian centers

<sup>2</sup> Based on CRPD standards

The CRPD has subdivided the district into six Community Park planning zones, each of which is further subdivided into a total of 21 neighborhood park planning zones, in order to fulfill the objectives of its Master Plan. These include providing an information base, determining population trends and recreational needs, propose standards for acquisition and development, and to inventory all District facilities. The Specific Plan area is located in Zones I and IV, as shown on **Figure 4.9.4-1, Conejo Recreation and Park District Park Zones**. Based on current population estimates, the existing and required acreages, and deficiencies within each of these zones are shown in **Table 4.9.4-2, Conejo Recreation and Park District Inventory**.<sup>3</sup>

<sup>3</sup> Tom Hare, Parks and Planning Administrator, Conejo Recreation and Park District, e-mail correspondence May 5, 2010.





**Legend:**

 Project Boundary



**NOT TO SCALE**

SOURCE: City of Thousand Oaks – May 2010

FIGURE **4.9.4-1**

Conejo Recreation and Park District Park Zones

**Table 4.9.4-2**  
**Conejo Recreation and Park District Park Inventory for Community Planning Zones I and IV**

| Park Type          | Zone | Planning Area | Existing Developed Park Acres | Existing Population |            | Buildout         |            |
|--------------------|------|---------------|-------------------------------|---------------------|------------|------------------|------------|
|                    |      |               |                               | Required Acreage    | Deficiency | Required Acreage | Deficiency |
| Neighborhood Parks | I    | 3             | 17.7                          | 23.1                | 5.4        | 26.0             | 5.7        |
|                    | IV   | 12            | 5.2                           | 19.9                | 14.7       | 20.1             | 14.9       |
|                    | IV   | 13            | 20.0                          | 26.2                | 6.2        | 26.7             | 6.7        |
| Playfield Parks    | I    |               | 35.4                          | 36.7                | 1.3        | 40.1             | 4.7        |
|                    | IV   |               | 20.0                          | 35.1                | 15.1       | 36.3             | 16.3       |
| Community Parks    | I    |               | 23.4                          | 36.7                | 13.3       | 40.1             | 16.7       |
|                    | IV   |               | 20.0                          | 35.1                | 15.1       | 36.3             | 16.3       |

*Source: Conejo Recreation and Park District, Master Plan, Section IV, March 9, 2010.*

*Notes: Deficiencies are based on existing developed acres.*

The analysis for each zone further identifies the supply and demand of neighborhood parks within each of the neighborhood planning areas. The analysis relates the community parks, playfield and neighborhood parks in terms of acreage requirements and development status. CRPD looked at total acres to calculate if an area was deficient in neighborhood and district-wide parks, and developed acres to calculate the acreage deficiency for playfields and community parks.

In addition to neighborhood, playfield, and community parks, the District and City, in concert with COSCA, own and manage approximately 15,000 acres of open space, regional parks, and special facilities. There are approximately 3,971 acres of open space, regional parks and special facilities land within the CRPD Community Park Planning Zones I and IV and the applicable neighborhood park planning areas as shown in **Table 4.9.4-3, Regional Parks, Open Space, and Special Facilities for Zones I and IV**. The Zuniga Ridge Open Space is actually within the boundaries of the Specific Plan area, but the rest of the open space is located in hillside areas outside the Specific Plan area.

**Table 4.9.4-3**  
**Regional Parks, Open Space, and Special Facilities for Zones I and IV**

| <b>Zone</b>   | <b>Planning Area</b> | <b>Park/Open Space/Facility</b> | <b>Total Acres</b> | <b>Developed Acres</b> |
|---------------|----------------------|---------------------------------|--------------------|------------------------|
| I             | 1                    | Zuniga Ridge Open Space         | 0.6                | 0.0                    |
|               | 1,2,3                | North Ranch Open Space          | 2,412.0            | 0.0                    |
| IV            | 12                   | Los Padres Open Space           | 167.0              | 0.0                    |
|               | 12                   | Los Robles Open Space           | 355.0              | 0.0                    |
|               | 13                   | Fireworks Hill Open Space       | 31.0               | 0.0                    |
|               | 13                   | Tarantula Hill Open Space       | 47.0               | 0.0                    |
|               | 13                   | Lynnmere Open Space             | 509.7              | 0.0                    |
|               | 12                   | Los Robles Golf Course          | 400.00             | 100.0                  |
|               | 13                   | Hillcrest Center                | 8.8                | 4.0                    |
|               | 13                   | Conejo Valley Botanic Gardens   | 39.6               | 39.6                   |
| <b>Totals</b> |                      |                                 | <b>3,970.7</b>     | <b>143.6</b>           |

*Source: Conejo Recreation and Park District, Master Plan, Section IV, March 9, 2010.*

## REGULATORY FRAMEWORK

### State Regulations

#### *Quimby Act*

The Quimby Act<sup>4</sup> allows cities and counties to adopt ordinances requiring that developers dedicate land within their developments for local parks. Under the Quimby Act, a local agency can also allow a developer to pay an in-lieu fee equivalent to the value of the required dedication, rather than to dedicate land. Local ordinances must establish a standard for the number of acres to be dedicated (or for which an in-lieu fee may be paid).

<sup>4</sup> California Government Code, Section 66477.



## Local Regulations

### *Thousand Oaks General Plan*

The *City of Thousand Oaks Development Plan* contains the following goals and policies relating to parks and recreation services:

#### Goals

- To provide a permanent park and recreational system of sufficient size and quality to serve adequately the Valley's future needs, and consonant with the rising expectations of the community.

#### Policies

- An Open Space System will include existing parks, committed parklands, future parks, golf courses, and small pockets of residentially developable land at very low density.
- Locate neighborhood parks and open space within walking distance of residential areas.
- A system of equestrian and hiking trails, linking sections of the City's Planning Area with each other.

### **City of Thousand Oaks Municipal Code**

The City of Thousand Oaks Quimby (Parkland Dedication) Ordinance<sup>5</sup> provides standards for parkland within the City of Thousand Oaks. These Municipal Code sections also require that every developer who develops land in residential zones shall dedicate a portion of such land, pay a fee, or do both, for the purpose of providing park and recreational facilities to serve the future residents of the project.

The City's overall standard is 9 acres of parkland per 1,000 population, and the Quimby Ordinance requires that half of that amount, or 4.5 acres per 1,000 population, is to be supplied by developers in conjunction with the City's approval of development projects.

An in lieu fee may be substituted for the dedication of parkland, at the discretion of the City, which collaborates closely with CRPD in making that decision. The fee is equal to the fair market value of the amount of land that would be required to be dedicated, plus the value of full street improvements. The payment of an in-lieu fee is a common practice, and allows the CRPD to pool resources and develop parks that meet its acreage standards.

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<sup>5</sup> Thousand Oaks Municipal Code, Sec. 9-3.1601 et seq. and Sec. 9-4.2601, et. seq.

## ENVIRONMENTAL IMPACTS

### Thresholds of Significance

The following thresholds for determining the significance of impacts related to parks are contained in the environmental checklist form contained in Appendix G of the most recent update of the *California Environmental Quality Act (CEQA) Guidelines*. A significant impact would occur if the proposed Specific Plan would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks and recreation services.
- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

### Methodology

This section was prepared and evaluated based on the review of relevant documents, including the City's General Plan and Municipal Code. The CRPD follows a national standard of 10 acres per 1,000 persons. The CRPD standard is broken down into the following categories:<sup>6</sup>

- Community Park: 1.25 acres per 1,000 residents;
- Playfields: 1.25 acres per 1,000 residents;
- Neighborhood Parks: 2.5 acres per 1,000 residents, and;
- District-Wide Parks: 5.0 acres per 1,000 residents.

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<sup>6</sup> Conejo Recreation and Park District, Master Plan , March 9, 2010

## Impact Analysis

|                   |  |
|-------------------|--|
| <b>Threshold:</b> | <b>Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks and recreation services.</b> |
| <b>Threshold:</b> | <b>Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.</b>  |

**Impact 4.9.4-1**      **Future development that may result from the adoption of the proposed Specific Plan would result in a small incremental need for additional park and recreational facilities, the construction of which would not result in physical environmental impacts. (Class III)**

As previously discussed, the Specific Plan area is located within the joint boundaries of the City and CRPD. The CRPD is responsible for administering parks within the City and has established zones to determine the adequacy and needs of parkland. The Specific Plan area is located in CRPD Planning Zones I and IV. Development within the Specific Plan area would add up to 375 residential multi-family units that in turn would result in the addition of 750 new residents<sup>7</sup>, as compared to existing conditions and as compared to forecasted long-range buildout for CRPD and the City of Thousand Oaks. The breakdown of additional parkland needs of this added population, pursuant to District standards is shown in **Table 4.9.4-4, Additional Project-Related Park Requirements**.

<sup>7</sup> Using the standard in the CRPD Master Plan, March 2010 for apartments of 2.0 persons per unit.

**Table 4.9.4-4  
Additional Project-Related Park Requirements**

| <b>Park Type</b> | <b>Project Related Population</b> | <b>Acres per 1,000 persons</b> | <b>Additional Parkland Acres Required</b> |
|------------------|-----------------------------------|--------------------------------|---|
| Neighborhood     |                                   | 2.50                           | 1.88                                      |
| Playfield        | 750                               | 1.25                           | 0.94                                      |
| Community        |                                   | 1.25                           | 0.94                                      |
| District-wide    |                                   | 5.0                            | 3.75                                      |
|                  | <b>TOTAL</b>                      | 10.0                           | 7.50                                      |

Future residential projects allowed under the proposed Specific Plan would be subject to the requirements of the City's Quimby Act (Parkland Dedication) Ordinance. Through the implementation of Municipal Code standards, the requirements for additional parkland and/or in lieu fees would satisfy the City and CRPD applicable to land development. That ordinance requires the developers to provide 4.5 acres per 1,000 population, with the balance provided by the CRPD or by other means. Thus, the future Specific Plan area developer obligations would be approximately 3.4 acres total. This would add to the deficiencies identified in the CRPD Master Plan as shown in **Table 4.9.4-5, Parkland Deficiency Analysis**, below.

**Table 4.9.4-5  
Parkland Deficiency Analysis**

| <b>Park Type</b> | <b>Current Deficiency (Acres)</b> | <b>Specific Plan Need (Acres)</b> | <b>Deficiency with Specific Plan (Acres)</b> | <b>Cumulative Deficiency (Acres)</b> |
|------------------|-----------------------------------|-----------------------------------|--|--------------------------------------|
| Neighborhood     | 26.3                              | 1.88                              | 28.18  | 29.18                                |
| Playfield        | 16.4                              | 0.94                              | 17.34  | 21.94                                |
| Community        | 28.4                              | 0.94                              | 29.34  | 33.94                                |
| <b>TOTAL</b>     | <b>70.1</b>                       | <b>3.75</b>                       | <b>73.85</b>                                 | <b>85.06</b>                         |

Due to the relatively small size of anticipated individual future residential projects in the Specific Plan area, and their timing over a long period, in-lieu fees most likely will be paid, rather than land being dedicated.

This money will be paid to and used by CRPD to meet parkland needs in the Zones from which the fees were derived. No current park development projects are pending within these zones. However, the CRPD Master Plan identifies needs and deficiencies in these zones, and the money paid by future developers within the Specific Plan area will be used by CRPD on future park projects. At the time such projects are proposed, CRPD as lead agency will evaluate the potential environmental effects of those projects and incorporate mitigation measures where necessary and feasible to offset the environmental impact of park construction. Therefore, although future development that may result from the adoption of the proposed Specific Plan would result in the need for construction of additional park and recreational facilities, the Specific Plan would not cause the construction of those parks to result in physical environmental impacts, and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

|                  |   |
|------------------|---|
| <b>Threshold</b> | <b>Increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated.</b> |
|------------------|---|

**Impact 4.9.4-2      Future development that may result from the adoption of the proposed Specific Plan would result in the increased use of local parks presently serving the Specific Plan area, but such added use is minimal and would not cause or accelerate substantial physical deterioration of the facility. (Class III)**

As discussed above, development of the residential units as part of the proposed Specific Plan would generate about 750 new residents and thereby contribute to an increased need for parklands and other facilities. However, as future development that may result from the adoption of the proposed Specific Plan would be required to comply with Municipal Code parkland dedication standards, development of the anticipated 375 residential units as part of the proposed Specific Plan would not cause a substantial decline in parkland that currently exists in the City of Thousand Oaks. Future residential development within the Specific Plan area will provide land, or in-lieu fees, to enable the CRPD to address local parkland needs attributable to the increased population.



As a result, future development would not result in the increased use of existing and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

## **CUMULATIVE IMPACTS**

Anticipated future development within the City of Thousand Oaks and CRPD would incrementally increase the use of existing neighborhood and community parks in the region. The City of Thousand Oaks and CRPD are currently experiencing a shortage of neighborhood parks, community parks, and playfields when compared to existing acres-to-population ratio for each park type, as outlined in the applicable data from the CRPD Master Plan cited above. However, cumulative residential projects within the City of Thousand Oaks must include parkland dedication or in-lieu fees to offset this cumulative impact, as required by the Municipal Code requirements.<sup>8</sup> The cumulative impact of the Specific Plan on parks and recreation, therefore, would be less than significant, and the contribution of the proposed Specific Plan to this impact would not be cumulatively considerable.

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<sup>8</sup> City of Thousand Oaks Municipal Code, Article 16, Additional Fees and Dedications: School Facilities and Park and Recreational Purposes, Section 9-3.1608.

### ENVIRONMENTAL SETTING

#### Wastewater Treatment Plant

The City of Thousand Oaks Public Works Department Wastewater Division is responsible for the planning, administration, operation, and maintenance of the City's wastewater collection and interceptor systems. Wastewater generated within most of the City is treated at the Hill Canyon Wastewater Treatment Plant (HCTP), which is located approximately 3 miles northwest of the Specific Plan area. This existing wastewater treatment plant has a 14 million gallon per day (gpd) capacity and is currently processing 10 million gpd.<sup>1</sup> Wastewater from the Specific Plan area and nearby properties are collected in wastewater lines that are tributary to one of the system's main interceptor lines, Unit V, which conveys flows in a north-west direction through the Specific Plan area and past Moorpark Road to join other interceptor lines conveying wastewater to the HCTP.

**Table 4.9.5-1 Existing Wastewater Generation within the Specific Plan Area**, shows the estimated amount of wastewater currently generated by existing uses within the Specific Plan area.

**Table 4.9.5-1**  
**Existing Wastewater Generation within the Specific Plan Area**

| Land Uses                  | Size                  | Wastewater<br>Generation<br>Rate | Wastewater<br>(gpd) | Wastewater<br>Generation<br>(mgd) |
|----------------------------|-----------------------|----------------------------------|---------------------|-----------------------------------|
| Single Family Residential  | 18 units              | 269 gpd/unit                     | 4,842               | 0.005                             |
| Apartments                 | 57 units              | 186 gpd/unit                     | 10,602              | 0.011                             |
| Assisted Living Facilities | 232 units             | 128 gpd/unit                     | 29,696              | 0.030                             |
| Commercial                 | 1,800,000 square feet | 0.1 gpd/sq. ft.                  | 180,000             | 0.180                             |
| Industrial                 | 39,000 square feet    | 0.1 gpd/sq. ft.                  | 3,900               | 0.004                             |
| Public                     | 12,000 square feet    | 0.1 gpd/sq. ft.                  | 1,200               | 0.001                             |
| <b>Total</b>               |                       |                                  | <b>230,240</b>      | <b>0.230</b>                      |

Source: Impact Sciences, Inc., April 2010.

mgd = million gallons per day; gpd = gallons per day; sq. ft. = square feet

<sup>1</sup> Written correspondence with Chuck Rogers, Superintendent, Hill Canyon Treatment Plant, with Chris Graham August 10, 2010.

As shown in **Table 4.9.5-1**, existing development within the Specific Plan area currently generates approximately 0.230 million gpd of wastewater. This is approximately 2.3 percent of the average 10.0 mgd treated at the HCTP.

### **Wastewater Collection System**

The wastewater collection system in the Specific Plan area is owned and operated by the City of Thousand Oaks. A main trunk line, Unit “V,” traverses the length of the Specific Plan area in Thousand Oaks Boulevard and is between 8 inches and 20 inches in diameter. This line connects with other trunk lines, including Unit “W” further downstream and the system terminates at the HCTP. Collector lines draining to the main trunk line serve existing development within the Specific Plan area and these lines are generally 8 inches in diameter.

Currently, there are no deficiencies in the wastewater collection system that serves the Specific Plan area. Based on information in the Wastewater Interceptor Master Plan, and including improvements made to the system since the Master Plan was prepared, the trunk line running under Thousand Oaks Boulevard, as well as the other interceptors that convey wastewater from the Specific Plan area to the HCTP, are currently carrying less than 50 percent of their capacity during both Dry Weather Flows and Wet Weather Flows.

## **REGULATORY FRAMEWORK**

### **State Regulations**

The State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCBs) are the principal state agencies with primary responsibility for the coordination and control of water quality. In the Porter-Cologne Water Quality Control Act<sup>2</sup> (Porter-Cologne), the California State Legislature declared that the “state must be prepared to exercise its full power and jurisdiction to protect the quality of the waters in the state from degradation.” Porter-Cologne grants the boards authority to implement and enforce water quality laws, regulations, policies, and plans to protect the state’s ground and surface waters.

The proposed project is located within the Los Angeles region of the California Regional Water Quality Control Board (RWQCB LA), which provides guidelines for sewage disposal from land developments.

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<sup>2</sup> State Water Resources Control Board, “Porter Cologne Water Quality Control Act” California Water Code, Division 7, “Water Quality.” Effective January 1, 2008.

The guidelines provide an explanation of the principal statutory authority and administrative procedures under which the RWQCB will fulfill its responsibilities to protect against pollution, nuisance, contamination, unreasonable degradation of water quality, and violation of water quality objectives, as each may occur from the disposal of sewage from land developments.

The RWQCBLA adopted waste discharge requirements regulating the discharge of tertiary treated effluent from the Wastewater Treatment Plant to the Calleguas Creek Watershed. By the time the effluent is discharged to the creek, it is treated to an advanced tertiary level that complies with a wide variety of requirements contained in its operational permit.<sup>3</sup>

## **Local Regulations**

### ***City of Thousand Oaks General Plan***

The City of Thousand Oaks General Plan contains a goal to provide a high quality environment, and objectives that seek to avoid water and other forms of pollution. An effective wastewater collection and treatment system is a means to achieve these goals and objectives.

### ***City of Thousand Oaks Municipal Code***

The City of Thousand Oaks Municipal Code<sup>4</sup> includes prohibitions on wastewater discharges. No person is allowed to discharge or deposit, or allow to be discharged or deposited into any opening leading to the wastewater system, any wastewater lateral, main or other that contains the following: oils and greases; explosive mixtures; noxious material; improperly shredded organic garbage; radioactive waste; solid or viscous wastes; chemical toilets; excessive discharge rates; unpolluted water; colored material; corrosive wastes; dilution water; saline wastes; trucked or hauled waste; heat; and, any wastes that may impair the collection system treatment process, including materials such as enzymes, bacterial agents or toxic root control products.

Furthermore, the City of Thousand Oaks Municipal Code regulates wastewater connection charges for any development that occurs in the City. Prior to receiving wastewater service for any residence, building or parcel of land, a connection charge shall be paid by the applicant. The connection charge shall be in addition to the requirements for construction of or payments towards wastewater main pipeline systems.

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<sup>3</sup> City of Thousand Oaks Website, Hill Canyon Wastewater Treatment Plant, [http://www.totransit.org/government/depts/public\\_works/hctp.asp](http://www.totransit.org/government/depts/public_works/hctp.asp). Accessed April 27, 2010.

<sup>4</sup> City of Thousand Oaks Municipal Code, Title 10 Utilities, Chapter 1 Wastewater, Article 5 Service and General Discharge Regulations and Article 7 Charges.

The amount of the wastewater connection charge has been set by the City of Thousand Oaks City Council.

### ***City of Thousand Oaks Wastewater Interceptor Master Plan***

In 2002, the City of Thousand Oaks approved the City of Thousand Oaks Wastewater Interceptor Master Plan Final Report<sup>5</sup>, which includes a comprehensive assessment of the structural condition and hydraulic capacity of the City's wastewater interceptor system, and a phased 10-year plan for capital improvements. A major finding of the Master Plan was that the overall structural condition of the interceptor lines is very good. Although infiltration and inflow of storm water and groundwater may occur, the magnitude and impact of those extraneous flows is low relative to that found in most wastewater systems. The hydraulic capacity of the interceptors is also adequate to convey existing wastewater flows under both dry and wet weather conditions. When compared to other high-performing agencies surveyed in a nationwide study, the City's system ranked in the upper half. This performance is attributable in part to the relatively young age of the wastewater lines, and to the City's collection system management and maintenance practices.

The following are the calibrated dry weather unit flows for different types of structures within the City of Thousand Oaks as provided in the Wastewater Interceptor Master Plan:

- Single Family Dwelling Units: 269 gpd per unit
- Multi-Family Dwelling Units: 186 gpd per unit
- Group quarter dwelling unit: 128 gpd per unit
- Commercial and Industrial: 0.1 gpd per developed square foot
- Schools: 12 gpd per student
- Hotels: 40 gpd per room

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<sup>5</sup> City of Thousand Oaks, Montgomery Watson Harza, City of Thousand Oaks Wastewater Interceptor Master Plan Final Report, July 2002.

## ENVIRONMENTAL IMPACTS

### Thresholds of Significance

The following thresholds for determining the significance of impacts related to wastewater capacity and infrastructure are contained in the environmental checklist form contained in Appendix G of the most recent update of the *California Environmental Quality Act (CEQA) Guidelines*. A significant impact would occur if the proposed Specific Plan would:

- Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

### Methodology

To determine wastewater impacts associated with implementation of the proposed Specific Plan, estimated future wastewater flows are compared to the capacity of the wastewater treatment plant to determine whether sufficient capacity exists and/or whether there is the need for additional wastewater treatment systems. In addition, the analysis also examines whether any infrastructure improvements would be necessary and whether any wastewater treatment requirements would be exceeded.

### Impact Analysis

|                  |  |
|------------------|--|
| <b>Threshold</b> | <b>Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.</b> |
|------------------|--|

**Impact 4.9.5-1**      **Future development that may result from the adoption of the proposed Specific Plan would not exceed the existing capacity of the City's wastewater treatment plant or interceptor lines that would be affected by development within the Specific Plan area. (Class III)**

## Wastewater Treatment Plant

**Table 4.9.5-2, Projected Additional Wastewater Generation Thousand Oaks Boulevard Specific Plan Area**, provides projected wastewater generation for additional development within the Specific Plan area under existing General Plan conditions and for future development that may result from the adoption of the proposed Specific Plan.

**Table 4.9.5-2  
Projected Additional Wastewater Generation  
Thousand Oaks Boulevard Specific Plan Area**

| Land Uses   | Size                | Wastewater<br>Generation<br>Rate | Wastewater<br>Generation<br>(gpd) | Wastewater<br>Generation<br>(mgd) |
|---|---------------------|----------------------------------|-----------------------------------|-----------------------------------|
| <b>Additional Development under Existing General Plan Conditions</b>          |                     |                                  |                                   |                                   |
| Commercial Uses   | 508,600 square feet | 0.1 gpd/sq. ft.                  | 50,860                            | 0.051                             |
| Industrial uses   | 88,000 square feet  | 0.1 gpd/sq. ft.                  | 8,800                             | 0.009                             |
| <b>Sub-Total</b>  |                     |                                  | <b>59,660</b>                     | <b>0.060</b>                      |
| <b>Proposed Specific Plan Added Development</b>                               |                     |                                  |                                   |                                   |
| Multi-Family Residential Units  | 375 units           | 186 gpd/unit                     | 69,750                            | 0.070                             |
| Commercial Retail   | 400,000 sq. ft.     | 0.1 gpd/sq. ft.                  | 40,000                            | 0.040                             |
| Commercial Office   | 122,000 sq. ft.     | 0.1 gpd/sq. ft.                  | 12,200                            | 0.012                             |
| Restaurant Uses   | 90,000 sq. ft.      | 0.1 gpd/sq. ft.                  | 9,000                             | 0.009                             |
| <b>Sub-Total</b>  |                     |                                  | <b>130,950</b>                    | <b>0.131</b>                      |
| <b>Total Specific Plan Area Generation Over and Above Existing Conditions</b> |                     |                                  | <b>190,610</b>                    | <b>0.191</b>                      |
| <i>Source: Impact Sciences, Inc. April 2010.</i>                              |                     |                                  |                                   |                                   |

As shown in **Table 4.9.5-2**, additional future development within the Specific Plan area would generate approximately 0.191 mgd of wastewater flow per day as compared to existing conditions (0.23 mgd). Of the 0.191 mgd of additional generation within the Specific Plan area, anticipated development under the current General Plan and zoning would account for an estimated 0.06 mgd, and added development attributable to adoption of the proposed Specific Plan would account for the other approximately 0.131 mgd.

With the HCTP currently operating 4.0 mgd below capacity, the addition of approximately 0.191 mgd generated by the proposed Specific Plan would not result in the plant exceeding capacity. Therefore, future development that may result from the adoption of the proposed Specific Plan would not exceed

the existing capacity of the City's wastewater treatment plant, and this impact is considered less than significant.

### ***Wastewater Collection System***

The additional 0.191 mgd of wastewater flow that would be generated by future development within the Specific Plan area is within the capacity of the existing interceptor lines. The City's Wastewater Interceptor Master Plan determined that at full General Plan buildout, these lines would continue to carry wastewater flow of less than 50 percent of capacity during both Dry Weather Flows and Wet Weather Flows.<sup>6</sup> Within the context of future development and the capacity of these interceptor lines, the additional 0.191 mgd is within capacity.

Therefore, future development that may result from the adoption of the proposed Specific Plan would not require or result in either the construction of new wastewater collection facilities or the expansion of existing wastewater collection facilities, and this impact will be less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

|                  |   |
|------------------|---|
| <b>Threshold</b> | <b>Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</b> |
|------------------|---|

**Impact 4.9.5-2      Future development that may result from the adoption of the proposed Specific Plan would not require or result in either the construction of new wastewater treatment facilities or the expansion of existing wastewater treatment facilities. (Class III)**

As discussed above, the development that could occur in the Specific Plan Area would increase the wastewater flow into the HCTP by approximately 0.191 mgd of wastewater above and beyond the 0.230 mgd of wastewater generated within the Specific Plan Area now under existing conditions.

<sup>6</sup> City of Thousand Oaks, Wastewater Interceptor Master Plan Final Report, Montgomery Watson Harza, Section 6 Figures 6-9 and 6-11, July 2002.



With the HCTP currently operating 4.0 mgd below capacity, the addition of approximately 0.191 mgd generated by the proposed Specific Plan would not result in the plant exceeding capacity. Therefore, development within the Specific Plan Area would not require or result in either the expansion or construction of new wastewater treatment facilities, and this impact is less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

|                  |   |
|------------------|---|
| <b>Threshold</b> | <b>Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.</b> |
|------------------|---|

**Impact 4.9.5-3                      Future development that may result from the adoption of the proposed Specific Plan would not exceed wastewater treatment requirements issued by the Los Angeles Regional Water Quality Control Board. (Class III)**

Implementation of proposed Specific Plan would increase the quantity of wastewater generated and increase the need for effluent disposal. Effluent that is generated by residents and employees within the Specific Plan area would be conveyed by the existing wastewater infrastructure to the HCTP, where the effluent would be treated and released into the Calleguas Creek Watershed area. The release of treated effluent into the watershed is subject to requirements listed in National Pollutant Discharge Elimination System (NPDES) Permit No. CA0056294, which was issued by the RWQCBLA.

The HCTP is currently processing 10 mgd of wastewater, thus, the HCTP is currently operating at a level well below the 14.0 mgd daily capacity design that the NPDES currently permits for the HCTP.

As discussed above, the future development within the proposed Specific Plan area would increase the wastewater flow into the HCTP by approximately 0.191 mgd of wastewater above and beyond the 0.230 mgd of wastewater currently generated within the Specific Plan area under existing conditions. With the HCTP currently operating 4.0 mgd below capacity, the addition of approximately 0.191 mgd generated by the proposed Specific Plan would not result in the plant exceeding capacity. Consequently, future development that may result from the adoption of the proposed Specific Plan would not cause the HCTP to exceed its treatment requirements or capacity.

Additionally, the wastewater flows that would be generated by proposed residential units and commercial uses within the Specific Plan area would be normal flows that are typically treated by the wastewater system. As a result, future development that may result from the adoption of the proposed Specific Plan would not exceed wastewater treatment requirements issued by the Los Angeles Regional Water Quality Control Board, and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

## **CUMULATIVE IMPACTS**

### **Wastewater Treatment Plant**

Anticipated future development in the City of Thousand Oaks and neighboring communities would increase development in the region. Development of this cumulative growth would increase the amount of wastewater that requires collection and treatment. As discussed above, the HCTP provides wastewater treatment for land uses within the majority of the City of Thousand Oaks. The HCTP currently treats an average of 10.0 million gallons of wastewater per day generated from its domestic, commercial, and industrial customers. The HCTP has a permitted capacity to intake and treat 14.0 million gallons of wastewater per day.

Therefore, the HCTP is currently operating at 71.4 percent of its daily intake capacity. The HCTP has recently undergone upgrades to ensure that daily treatment capacity is available as buildout of the City of Thousand Oaks occurs.<sup>7</sup>

**Table 4.9.5-3, Cumulative Wastewater Generation – Hill Canyon Treatment Plant**, below, tabulates cumulative impact on the wastewater volumes treated at HCTP. The “General Plan Increment” column represents estimated additional flow from remaining General Plan buildout within the HCTP service area, including that portion of future Specific Plan area flow (0.060 mgd) attributable to development that could occur under the current General Plan and zoning, per **Table 4.9.5-2**.

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<sup>7</sup> City of Thousand Oaks Website, Hill Canyon Wastewater Treatment Plant, [http://www.totransit.org/government/depts/public\\_works/hctp.asp](http://www.totransit.org/government/depts/public_works/hctp.asp). Accessed April 27, 2010.

The “Specific Plan increment” column comprises the additional flow (0.131 mgd) attributable to the added development expected within the Specific Plan area pursuant to its proposed land uses and development standards, as shown in the lower part of **Table 4.9.5-2**.

The cumulative impact of the proposed Specific Plan (1.110 mgd) is well within the available capacity at HCTP (4.0 mgd). The cumulative impact, therefore, on wastewater treatment capacity would be less than significant, and the contribution of the proposed Specific Plan to this impact would not be cumulatively considerable.

**Table 4.9.5-3**  
**Cumulative Wastewater Generation – Hill Canyon Treatment Plant**

| Land Uses   | General Plan Buildout Size | Wastewater Generation Rate | Gen. Plan Increment (mgd) | Specific Plan Increment (mgd) | Cumulative Increment (mgd) |
|---|----------------------------|----------------------------|---------------------------|-------------------------------|----------------------------|
| Single Fam. Residential   | 650 units                  | 269 gpd/unit               | .175                      | 0.000                         | .175                       |
| Apartments  | 850 units                  | 186 gpd/unit               | .158                      | 0.070                         | .228                       |
| Condominiums  | 300 units                  | 186 gpd/unit               | .056                      | 0.000                         | .056                       |
| Commercial Use  | 2,400,000 sq. ft.          | 0.1 gpd/sq. ft.            | .240                      | 0.061                         | .301                       |
| Industrial  | 3,100,000 sq. ft.          | 0.1 gpd/sq. ft.            | .310                      | 0.000                         | .310                       |
| Public  | 400,000 sq. ft.            | 0.1 gpd/sq. ft.            | .040                      | 0.000                         | .040                       |
| <b>Total</b>  |                            |                            | <b>.979</b>               | <b>0.131</b>                  | <b>1.110</b>               |
| <i>Source: Impact Sciences, Inc., April 2010.</i><br><i>mgd = million gallons per day; gpd = gallons per day; sq. ft. = square feet</i> |                            |                            |                           |                               |                            |

## Wastewater Collection System

The existing wastewater collection system in the City of Thousand Oaks is operating efficiently to deliver wastewater to the HCTP. As future development occurs in the City of Thousand Oaks, capital improvement projects will be undertaken to provide additional capacity where needed. According to the Wastewater Interceptor Master Plan, the majority of the infrastructure that serves residential, commercial, and industrial uses is currently operating at or below 50 percent capacity during Dry Weather Flows and Wet Weather Flows. As buildout of the City of Thousand Oaks occurs, the majority of the infrastructure will still operate at or below 50 percent of capacity during Dry Weather Flows and Wet Weather Flows.

Given that the HCTP facility and the wastewater collection system is planned to support future development within the City of Thousand Oaks allowed by the General Plan, the amount of wastewater generated by the additional development allowed by the proposed Specific Plan is not anticipated to exceed the capacity of the system as the collection system will be upgraded as needed. The cumulative impact, therefore, on the wastewater collection system would be less than significant, and the contribution of the proposed Specific Plan to this impact would not be cumulatively considerable.

## 4.9.6 Electrical and Natural Gas Services

### ENVIRONMENTAL SETTING

#### Existing Conditions

##### *Electricity*

Southern California Edison (SCE) provides electricity service to the City of Thousand Oaks. SCE focuses on electricity generation and distribution to its customers in Southern California and is regulated by the California Public Utilities Commission. SCE maintains hydropower, coal, and nuclear power generating plants, such as the Big Creek Hydroelectric Plant, the San Onofre Nuclear Generating Station, and the Mojave Generating Station.<sup>1</sup> SCE also purchases power from independent power producers. After the power is produced or bought, it is conveyed to customers via SCE's electric transmission and distribution systems.

**Table 4.9.6-1 Existing Electrical Demand within the Specific Plan Area** shows the existing electrical demand of the uses that currently exist within the boundaries of the proposed Specific Plan.

**Table 4.9.6-1**  
**Existing Electrical Demand within the Specific Plan Area**

| Land Uses                  | Size              | Electrical Demand Rate <sup>1</sup><br>(Kilowatt hour/unit/year) | Electricity Demand<br>(Kilowatt/hour/Year) |
|----------------------------|-------------------|--|--|
| Residential Units          | 75 units          | 5,626.5  | 421,987                                    |
| Assisted Living Facilities | 232 units         | 5,626.5  | 1,305,348                                  |
| Commercial Retail          | 1,136,900 sq. ft. | 13.55  | 15,404,995                                 |
| Commercial Office          | 631,000 sq. ft.   | 12.95  | 8,171,450                                  |
| Industrial                 | 39,000 sq. ft.    | 10.50  | 409,500                                    |
| Public                     | 12,000 sq. ft.    | 10.50  | 126,000                                    |
| <b>Total</b>               |                   |  | <b>25,839,280</b>                          |

Source: Impact Sciences, Inc. April 2010.

<sup>1</sup> Electrical demand rates have been obtained from the South Coast Air Quality Management District California Environmental Quality Act (CEQA) Air Quality Handbook Table A9-11-A Electricity Usage Rate.

<sup>1</sup> Southern California Edison website, <http://www.sce.com/PowerandEnvironment/PowerGeneration/> (accessed January 20, 2010)

As indicated in **Table 4.9.6-1**, existing uses within the boundaries of the proposed Specific Plan are currently demanding an estimated 25.8 million Kilowatt hours per year (kW-hrs/year) of electricity.

The closest electrical substations that are owned and operated by SCE that would serve development in the Specific Plan area, are the Thousand Oaks and the Potrero Substations. The Thousand Oaks Substation is located on Wilbur Road just east of Moorpark Road (northwest of the Specific Plan boundaries) and the Potrero Substation is located on Townsgate Road east of Hampshire Road (south of the Specific Plan boundaries). SCE currently provides electrical transmission and distribution lines located both aboveground and belowground within the Specific Plan area. There are 66 kV transmission lines and 16 kV distribution lines within the Specific Plan boundaries. According to SCE representatives, capacity and output information for both of these substations are not available at this time.<sup>2</sup>

SCE is in the environmental review stage for a proposed new distribution substation to meet forecasted electrical demands in the cities of Thousand Oaks and Simi Valley, and ensure that reliable electric service is available to serve customer electrical demand. The 66/16 kilovolt (kV) Presidential Substation is proposed for a 4-acre site on Olsen Road, east of the Route 23 Freeway, and would include new subtransmission lines in that vicinity.

### ***Natural Gas***

Natural gas is currently supplied and distributed within the City of Thousand Oaks by the Southern California Gas Company. The Gas Company serves an area bounded by the international border with Mexico to the south, San Gabriel Mountains to the east, Pacific Ocean to the west, and Visalia and San Luis Obispo to the north. The City of Thousand Oaks is within the Ventura County Service Area.

Natural gas resources are drawn from naturally occurring reservoirs primarily located outside the state and delivered via high-pressure transmission lines. As the gas is transported to its destination, the pressure is maintained with the assistance of compressors. The gas is then received at a storage field and redistributed through another series of transmission lines. Natural gas is distributed throughout the City of Thousand Oaks by a system of transmission, supply, distribution, and service lines. As the pipeline transitions from one transmission line to a supply line, the pressure of the natural gas is regulated down to the most efficient level of pressure for the customer.

**Table 4.9.6-2 Existing Natural Gas Demand within the Specific Plan Area** shows the existing natural gas demand of the uses that currently exist within the boundaries of the proposed Specific Plan.

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<sup>2</sup> Written communication with Rudy Gonzales, Region Manager, SCE, with Chris Graham August 3, 2010.

**Table 4.9.6-2**  
**Existing Natural Gas Demand within the Specific Plan Area**

| <b>Land Uses</b>                | <b>Size</b>       | <b>Natural Gas Demand Rate<sup>1</sup><br/>(Cubic Feet/Unit/Month)</b> | <b>Natural Gas Demand(Cubic Feet/Month)</b> |
|---------------------------------|-------------------|--|---|
| Single Family Residential Units | 18 units          | 6,665.0  | 119,970                                     |
| Apartments                      | 57 units          | 4,011.5  | 228,655                                     |
| Assisted Living Facilities      | 232 units         | 4,011.5  | 930,668                                     |
| Commercial Retail               | 1,136,900 sq. ft. | 2.9  | 3,297,000                                   |
| Commercial Office               | 631,000 sq. ft.   | 2.0  | 1,262,000                                   |
| Industrial                      | 39,000 sq. ft.    | 1.0  | 39,000                                      |
| Public                          | 12,000 sq. ft.    | 2.0  | 24,000                                      |
| <b>Total</b>                    |                   |  | <b>5,901,293</b>                            |

*Source: Impact Sciences, Inc. April 2010.*

*1 Natural Gas demand rates have been obtained or derived from the South Coast Air Quality Management District's CEQA Air Quality Handbook Table A9-11-A Electricity Usage Rate. (Industrial rate assumed to be one-half office rate. Public rate assumed to be equal to office rate.)*

As indicated in **Table 4.9.6-2**, the existing uses within the boundaries of the proposed Specific Plan are currently demanding an estimated 5.9 million cubic feet of gas per month.

Pipes of various sizes that have a maximum pressure of 60 pounds per square inch (lbs/square inch) currently serve the Specific Plan area. There are no high-pressure gas lines within the boundaries of the Specific Plan area. A 10-inch diameter pipeline is located underneath Thousand Oaks Boulevard and extends from Moorpark Road to Megan Place. From Megan Place the pipeline decreases in size to 8 inches in diameter until it reaches Erbes Road. From Erbes Road to Dusenbergl Drive the pipeline increases back to 10-inches in diameter. The residential units and commercial uses along the Thousand Oaks Boulevard corridor are connected to these segments via 2-inch diameter lines.

## REGULATORY FRAMEWORK

### California Building Energy Efficiency Standards

Title 24, Part 6 of the California Code of Regulations, known as the Building Energy Efficiency Standards, were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. After adoption of the California Energy Security and Reliability Act of 2000 (Assembly Bill 970), the California Energy Commission (CEC) produced changes to the Building

Energy Efficiency Standards, which were adopted in November 2003. The California Building Standards Commission adopted the 2003 changes in July 2005 and became effective on October 1, 2005. Included in the update were requirements identified under Senate Bill 5X, part of which requires the CEC to adopt energy efficiency standards for outdoor lighting.

### California Independent System Operator

The California Independent System Operator (CALISO) is a not-for-profit public-benefit corporation charged with operating the majority of California's high-voltage wholesale power grid. Balancing the demand for electricity with an equal supply of megawatts, the independent system operator (ISO) is the impartial link between power plants and the utilities that serve more than 30 million consumers. The ISO provides equal access to the grid for all qualified users and strategically plans for the transmission needs. CALISO was established in 1998 and operates the region's power grid and wholesale electric markets so as to:<sup>3</sup>

- Maintain reliable electric services;
- Improve the efficiency of electric system operations, including the provision of open and non-discriminatory access to the transmission facilities under its control; and,
- Identify and promote new investments in transmission infrastructure in a coordinated, open, transparent, and participatory manner.

CALISO covers most of California and northern Baja California (Mexico). CALISO uses natural gas sources to supplement its marginal supply.<sup>4</sup> Generating capacity in the summer of 2006 was 56,347 megawatts (MW) with a reserve capacity of 6,077 MW.<sup>5</sup> CALISO's reserve margin in 2006 was 12 percent.<sup>6</sup> CALISO's peak summer demand in 2006, 2007, 2008, and 2009 was 50,085 MW, 48,490 MW, 46,814, and 45,809, respectively.<sup>7</sup>

In late July 2006, load records were set in regions covered by CALISO, Los Angeles Department of Water and Power, and Sacramento Municipal Utility District. A severe heat wave resulted in 100+ degree temperatures over most of the state, with some areas topping 110 degrees. California's utilities, CALISO, and state officials urged consumers to conserve. CALISO declared a Stage 2 Emergency (calling for

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<sup>3</sup> Federal Energy Regulatory Commission (FERC), *Power Oversight, Electric Power Markets: California (CALISO)*, <http://www.ferc.gov/market-oversight/mkt-electric/california.asp#geo>.

<sup>4</sup> FERC, *CALISO*. <http://www.ferc.gov/market-oversight/mkt-electric/california.asp#geo>.

<sup>5</sup> Federal Energy Regulatory Commission (FERC) *Electric Power Markets: California (CAISO)* <http://www.ferc.gov/market-oversight/mkt-electric/california.asp>. Accessed October 5, 2010.

<sup>6</sup> FERC, *CALISO*) <http://www.ferc.gov/market-oversight/mkt-electric/california.asp>. Accessed October 5, 2010.

<sup>7</sup> FERC, *CALISO*) <http://www.ferc.gov/market-oversight/mkt-electric/california.asp>. Accessed October 5, 2010.



conservation) on July 24<sup>th</sup> when operating reserves dropped below 5 percent, which allowed CALISO to direct participating utilities to curtail non-firm load and customers on interruptible programs. Conservation efforts, curtailed load, and distribution system outages kept peak load under the 52,000 MW that CALISO anticipated that day, with the peak reaching 50,270 MW on July 24<sup>th</sup>. No curtailment of non-firm load was needed. The proposed Specific Plan area is located in CALISO zone SP-15.<sup>8</sup>

## California Public Utilities Commission

The California Public Utilities Commission (PUC) regulates privately owned telecommunications, electric, natural gas, water, railroad, rail transit, and passenger transportation companies, in addition to authorizing video franchises. Among the PUC's goals for energy regulation are: to establish service standards and safety rules, authorize utility rate changes, oversee markets to inhibit anti-competitive activity, prosecute unlawful utility marketing and billing activities, govern business relationships between utilities and their affiliates, resolve complaints by customers against utilities, implement energy efficiency and conservation programs and programs for the low-income and disabled, oversee the merger and restructure of utility corporations, and enforce CEQA for utility construction.

## ENVIRONMENTAL IMPACTS

### Thresholds of Significance

The following thresholds for determining the significance of impacts related to electrical and natural gas services are contained in Appendix F of the most recent update of the *State CEQA Guidelines*. The thresholds contained in Appendix F are:

- The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project's life cycle including construction, operation, maintenance, and/or removal. If appropriate, the energy intensiveness of materials may be discussed.
- The effects of the project on local and regional energy supplies and on requirements for additional capacity.
- The effects of the project on peak and base period demands for electricity and other forms of energy.
- The degree to which the project complies with the existing energy standards.
- The effects of the project on energy resources.

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<sup>8</sup> Federal Energy Regulatory Commission (FERC) *Electric Power Markets: California* (CAISO) <http://www.ferc.gov/market-oversight/mkt-electric/california.asp>. Accessed October 5, 2010.

- The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

## Methodology

Evaluation of potential impacts on electrical and natural gas services resulting from the proposed Specific Plan is based on consultation with the service providers, review of California Energy Commission policies, and state standards.

## Impact Analysis

|                  |  |
|------------------|--|
| <b>Threshold</b> | <b>The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project's life cycle including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.</b> |
|------------------|--|

**Impact 4.9.6-1**      **Future development that may result from the adoption of the proposed Specific Plan would not result in a substantial increase in electrical and natural gas demand for each stage of the project's life cycle including construction, operation, maintenance, and/or removal. (Class III)**

## *Construction Impacts*

During construction of future development within the proposed Specific Plan, both mobile and stationary equipment would require energy supplies. Construction equipment, vehicles transporting construction workers, and on-site facilities would require gas and diesel fuels and electrical energy. The amount of energy to be consumed during construction of future development within the Specific Plan would be limited to the construction period of individual projects that would be supplied by existing infrastructure. Furthermore, due to the amount and length of construction expected to occur during future development within the Specific Plan area, no substantial increase in electricity and natural gas consumption is expected. Impacts would be less than significant during construction.

## *Operational Impacts*

### **Electrical Demand**

SCE provides electrical service to the City and would serve the Specific Plan area. SCE would need to supply additional electrical power in order to serve future development that may result from the adoption of the proposed Specific Plan.

**Table 4.9.6-3 Estimated Electrical Demand within the Specific Plan** shows the amount of electricity that new development within the boundaries of the proposed Specific Plan would demand from SCE, as compared to Existing Conditions.

**Table 4.9.6-3  
Estimated Electrical Demand within the Specific Plan**

| <b>Land Uses</b>  | <b>Size</b>     | <b>Electrical<br/>Generation<br/>Rate<br/>(Kilowatt<br/>hr/unit/year)</b> | <b>Electricity Required<br/>(kW/hr/Year)</b> |
|---|-----------------|---|--|
| <b>Future Development per Current General Plan</b>                        |                 |   |  |
| Commercial Retail   | 371,500 sq. ft. | 13.55   | 5,033,825                                    |
| Commercial Office   | 137,000 sq. ft. | 12.95   | 1,774,150                                    |
| Industrial  | 88,000 sq. ft.  | 10.50   | 924,000                                      |
| <b>Sub-Total</b>  |                 |   | <b>7,731,975</b>                             |
| <b>Additional Development per Proposed Specific Plan</b>                  |                 |   |  |
| Apartments  | 375 units       | 5,626.5   | 2,109,937                                    |
| Commercial Retail   | 400,000 sq. ft. | 13.55   | 5,420,000                                    |
| Commercial Office   | 122,000 sq. ft. | 12.95   | 1,579,900                                    |
| Restaurant Uses   | 90,000 sq. ft.  | 47.45   | 4,270,500                                    |
| <b>Sub-Total</b>  |                 |   | <b>13,380,337</b>                            |
| <b>Total Specific Plan Area Demand Over and Above Existing Conditions</b> |                 |   | <b>21,112,312</b>                            |

*Source: Impact Sciences, Inc. April 2010.*

As shown in **Table 4.9.6-3**, future development within the Specific Plan area would generate a demand for approximately 21.1 million kW-hrs/year of electricity as compared to existing conditions (25.8 million kW-hrs/year of electricity). Of the 21.1 million kW-hours/year of additional annual demand within the Specific Plan area, anticipated development under the current General Plan and zoning would account for an estimated 7.7 million kW-hrs/year of electricity, and added development attributable to adoption of the proposed Specific Plan would account for the other approximately 13.4 million kW-hrs/year of electricity.

New development within the Specific Plan area would incorporate design features that would reduce the demand for electricity. Future development projects within the Specific Plan area would comply with energy-efficiency measures such as the use of light emitting diode (LED) lighting and energy efficient building material in the development of new multi-family residential units and commercial uses.

The most recent projections for energy supply and demand in California are available through 2018. The California Energy Commission has indicated that power providers, including the SCE, will have to meet a projected statewide demand of about 77,000 MW of power in 2018. To meet this demand California power providers will need to procure an additional 13,000 MW energy.<sup>9</sup> The SCE will monitor the power situation within its service area and obtain firm contracts with out-of-state electrical suppliers as necessary. Therefore, future development that may result from the adoption of the proposed Specific Plan will not result in a substantial increase in energy demand relative to the availability of supply.

### Natural Gas Demand

Natural gas is transported into California by a sophisticated network of high-pressure pipelines and pressure regulation stations. The gas is stored at a variety of above and below ground storage facilities where it is ultimately transported to customers. This network of interstate pipelines provides access to several large supply basins located in New Mexico, West Texas, Rocky Mountains, and Western Canada. Additional on and offshore sources of natural gas are available in state.

**Table 4.9.6-4 Estimated Natural Gas Demand of the Proposed Project** shows the amount of natural gas that new development within the boundaries of the proposed Specific Plan would demand from the Gas Company.

As shown in **Table 4.9.6-4**, future development within the Specific Plan area would generate a demand for approximately 4.67 million cubic feet per month of natural gas as compared to existing conditions (5.9 million cubic feet per month). Of the 4.67 million cubic feet per month of additional demand within the Specific Plan area, anticipated development under the current General Plan and zoning would account for an estimated 1.5 million cubic feet per month, and added development attributable to adoption of the proposed Specific Plan would account for the other approximately 3.17 million cubic feet per month of natural gas.

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<sup>9</sup> California Energy Commission, 2007 Integrated Energy Policy Report, November 2005, p. 41

**Table 4.9.6-4**  
**Estimated Natural Gas Demand within the Specific Plan**

| <b>Land Uses</b>  | <b>Size</b>     | <b>Natural Gas Demand Rate<sup>1</sup><br/>(Cubic Feet/Unit/Month)</b> | <b>Natural Gas Demand<br/>(Cubic Feet/Month)</b> |
|---|-----------------|--|--|
| <b>Future Development per Current General Plan</b>                        |                 |  |  |
| Commercial Retail   | 371,500 sq. ft. | 2.9  | 1,077,350  |
| Commercial Office   | 137,000 sq. ft. | 2.0  | 274,000  |
| Industrial  | 88,000 sq. ft.  | 1.0  | 176,000  |
| <b>Sub-Total</b>  |                 |  | <b>1,500,750</b>                                 |
| <b>Additional Development per Proposed Specific Plan</b>                  |                 |  |  |
| Apartments  | 375 units       | 4,011.5  | 1,504,312  |
| Commercial Retail   | 400,000 sq. ft. | 2.9  | 1,160,000  |
| Commercial Office   | 122,000 sq. ft. | 2.0  | 244,000  |
| Restaurant Uses   | 90,000 sq. ft.  | 2.9  | 261,000  |
| <b>Sub-Total</b>  |                 |  | <b>3,169,312</b>                                 |
| <b>Total Specific Plan Area Demand Over and Above Existing Conditions</b> |                 |  | <b>4,670,062</b>                                 |

*Source: Impact Sciences, Inc. April 2010.*

The Gas Company has adequate capacity to meet future demand within its service area, including development anticipated by the proposed Specific Plan. **Table 4.9.6-5, Annual Gas Supply and Requirements – MMCF/DAY**, compares capacity with projected demand from 2013 through 2030 for an average temperature year in the service area. As indicated in **Table 4.9.6-5**, gas supply is available to meet demand through 2030.

**Table 4.9.6-5**  
**Annual Gas Supply and Requirements – MMCF/Day**

|                           | <b>2013</b> | <b>2015</b> | <b>2020</b> | <b>2025</b> | <b>2030</b> |
|---------------------------|-------------|-------------|-------------|-------------|-------------|
| <b>Available Capacity</b> | 3,875       | 3,875       | 3,875       | 3,875       | 3,875       |
| Instate sources           | 310         | 310         | 310         | 310         | 310         |
| Out of State sources      | 2,298       | 2,314       | 2,329       | 2,355       | 2,399       |
| <b>Projected Demand</b>   | 2,608       | 2,624       | 2,639       | 2,665       | 2,709       |

*Source: California Gas & Utilities, 2008 California Gas Report.*

*Note: MMCF = 1 million cubic feet*

Given that supplies are adequate, future development that may result from the adoption of the proposed Specific Plan will not result in a substantial increase in energy demand relative to the availability of supply.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

|                  |   |
|------------------|---|
| <b>Threshold</b> | <b>The effects of the project on local and regional energy supplies and on requirements for additional capacity</b> |
|------------------|---|

**Impact 4.9.6-2**      **Future development that may result from the adoption of the proposed Specific Plan would not result in substantial effects on local and regional energy supplies nor on requirements for additional capacity. (Class III)**

### ***Electricity***

SCE undertakes expansion and/or modification of electricity distribution infrastructure to serve future growth in its service areas as required in the normal process of providing electrical service. Further, as discussed above, SCE purchases renewable energy in the form of hydroelectric power. There are no existing or foreseeable supply constraints that would prevent SCE from obtaining additional energy resources.

The closest electrical substations that are owned and operated by SCE and which would serve development in the Specific Plan area are the Thousand Oaks and Potrero Substations. According to SCE representatives, capacity and output information for both of these substations are not available at this time.<sup>10</sup> However, representatives from SCE have indicated that future development that would occur within the Specific Plan boundaries would be within the demand parameters of the SCE infrastructure system and adequate electricity could be provided.<sup>11</sup> Therefore, impacts would be less than significant.

<sup>10</sup> Written communication with Rudy Gonzales, Region Manager, SCE, with Chris Graham August 3, 2010.

<sup>11</sup> Written communication with Rudy Gonzales, Region Manager, SCE, with Chris Graham August 3, 2010.

## *Natural Gas*

As shown above, in **Table 4.9.6-4**, the residential units and commercial uses associated with future development within the Specific Plan area would generate demand for approximately 4.67 million cubic feet per month of natural gas above and beyond the 5.9 million cubic feet of gas per month currently required. In comparison, in 2008, the Gas Company delivered 2,766 million cubic feet of natural gas per day, or about 83,000 million cubic feet per month.<sup>12</sup> Therefore, relative to the projected monthly delivery of 83,000 million cubic feet of natural gas, the daily consumption of natural gas associated with the future development within the proposed Specific Plan area, as compared to existing conditions, of 4.67 million cubic feet per month would be approximately 0.007 percent. In addition, the projected natural gas consumption by the proposed Specific Plan is provided as a conservative estimate and does not take into account California Building Energy Efficiency Standards. As such, the actual natural gas consumption of the future development within the proposed Specific Plan is expected to be much less than 4.67 million cubic feet per month. Consequently, impacts would be less than significant.

## *Mitigation Measures*

No mitigation measures are required.

## *Residual Impacts*

Impacts would be less than significant. (Class III)

| Threshold | The effects of the project on peak and base period demands for electricity and other forms of energy |
|-----------|--|
|-----------|--|

**Impact 4.9.6-3**      **Future development that may result from the adoption of the proposed Specific Plan would not result in substantial effects on peak and base period demands for electricity and other forms of energy. (Class III)**

SCE's peak load for 2010 was 22,771 MW (or 22,771,000 kW-hours in 1 given hour). According to SCE representatives, SCE has arrangements with utilities throughout the western United States to be able to import additional electrical resources when needed. Therefore, it is not possible to determine what the system capacity is at any point in time.<sup>13</sup>

<sup>12</sup> California Gas and Electric Utilities, *California Gas Report Supplement*, 2009, 27. <http://www.socalgas.com/regulatory/cgr.shtml>.

<sup>13</sup> Written communication with Rudy Gonzales, Region Manager, SCE, with Chris Graham October 5, 2010.

While the future development associated with the proposed Specific Plan would increase the demand for electrical power within the SCE service area, existing resources are adequate to serve the proposed Specific Plan area.

As discussed above, peak energy demands are managed by CALISO and the proposed Specific Plan is located in Zone SP-15. The energy demand generated by future development in the proposed Specific Plan would be 21,112,312 kW-hours/year (or about 2,410 kW-hours in 1 given hour). Based on the most recent peak demand of 22,771 MW (or 22,771,000 kW-hours in one given hour), and the fact that capacity can be obtained from utilities throughout the western United States, these resources would be adequate to serve demand generated by future development with the Specific Plan area. The future development possible within the Specific Plan area under the proposed Specific Plan would require 0.01 percent of SCE's peak load as it occurred in 2010.

As the future development within the proposed Specific Plan would not exceed peak capacity currently available from SCE, impacts would be less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

| Threshold | The degree to which the project complies with the existing energy standards |
|-----------|---|
|-----------|---|

**Impact 4.9.6-4**                      **Future development that may result from the adoption of the proposed Specific Plan would comply with existing energy standards (Class III).**

Title 24 of the California Code of Regulations establishes energy conservation standards for new construction, including residential and non-residential buildings. Future development occurring within the proposed Specific Plan would comply, and in many cases exceed, Title 24 energy conservation standards for insulation, glazing, lighting, shading, and water- and space-heating systems in all new construction. With modern energy-efficient construction materials and practices used in future development within the Specific Plan area, as well as compliance with Title 24 standards, future development in the proposed Specific Plan would be consistent with the state's energy conservation standards. Therefore, future development proposed under the proposed Specific Plan would not conflict with adopted energy conservations plans and standards.



### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

| Threshold | The effects of the project on energy resources |
|-----------|--|
|-----------|--|

**Impact 4.9.6-5**      **Future development that may result from the adoption of the proposed Specific Plan would not result in substantial effects on energy resources (i.e., electrical resources, natural gas resources). (Class III)**

As previously discussed under **Impact Analysis Discussion 4.9.6-1**, the future development that would occur under the proposed Specific Plan would increase overall electricity and natural gas demand. Future development within the proposed Specific Plan would meet or exceed Title 24 energy conservation standards, which would reduce the project's net impact on energy resources.

SCE currently provides electrical transmission and distribution lines located both aboveground and belowground within the Specific Plan area. There are 66 kV transmission lines and 16 kV distribution lines within the Specific Plan boundaries.

Local SCE planning management has determined that there are adequate transmission and distribution facilities to provide service to proposed projects within the Specific Plan area. As development is reviewed and approved within the Specific Plan area it may be necessary to contact SCE to evaluate load data and confirm that SCE has adequate distribution facilities in place to serve the new development.<sup>14</sup> According to SCE, the Thousand Oaks and Potrero Substations would distribute enough electricity to serve development if it were to occur within the boundaries of the proposed Specific Plan. Additionally, SCE's Presidential Substation, if approved by the CPUC, would enhance SCE's ability to meet forecasted demand in the cities of Thousand Oaks and Simi Valley in the future.

The Specific Plan area contains a 10-inch in diameter natural gas line that runs the length of Thousand Oaks Boulevard from Moorpark Road to Dusenberg Drive. Laterals that are 2 inches in diameter branch off this main gas line and serve the existing residential and commercial uses along the corridor.

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<sup>14</sup> Written communication with Rudy Gonzales, Region Manager, SCE, with Chris Graham August 3, 2010.

Depending on where development occurs within the proposed Specific Plan, applicants of individual projects would be required to contact the Gas Company to ensure that service can be provided and to ensure the capability of hooking up to the existing laterals. Additionally, representatives from the Gas Company have confirmed that existing natural gas distribution lines in the Specific Plan area can serve any development that would occur within the area.<sup>15</sup>

As a result, future development that may occur from the adoption of the proposed Specific Plan would not result in an adverse effect on energy resources such as electricity and natural gas, and their associated infrastructure. Impacts would be less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

|                  |  |
|------------------|--|
| <b>Threshold</b> | <b>The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives</b> |
|------------------|--|

**Impact 4.9.6-6**      **Future development that may result from the adoption of the proposed Specific Plan would result in compliance with transportation energy use requirements and would result in an overall efficient use of transportation alternatives. (Class III)**

The proposed Specific Plan has been designed to encourage ease of pedestrian access and use of transportation alternatives such as buses, bicycles, and walking. Several bus routes currently serve the proposed Specific Plan area and the majority of bus stops along the corridor provide benches or covered benches, although some stops are only marked by signs. The proposed Specific Plan would increase the attractiveness of bus stops to transit riders through the development of covered bus shelters with benches at all bus stops located along the Thousand Oaks Boulevard Corridor. Additionally, other streetscape furnishings and amenities would be appropriately clustered at bus stop locations to encourage the use of alternative transportation modes.

<sup>15</sup> Written communication with PJ Martin, Southern California Gas Company, with Chris Graham, May 19, 2010.

The proposed Specific Plan would increase pedestrian orientation along Thousand Oaks Boulevard by developing wider sidewalks, which would create a more pedestrian friendly environment. Enhanced Pedestrian Nodes would be developed at intersections along the corridor of the proposed Specific Plan to provide a pleasant and safe experience for residents and visitors walking along Thousand Oaks Boulevard or crossing the boulevard. The nodes would include bulbouts into parallel parking lanes to provide more room for pedestrian activity. The Enhanced Pedestrian Nodes would also include additional pedestrian amenities, such as benches and accent landscaping, and would also be paired with transit stops along the Thousand Oaks Boulevard.

Finally, the proposed Specific Plan would accommodate the development of Class II bike lanes in the street design as recommended by the City of Thousand Oaks Bicycle Master Plan. These bike lanes would be installed between the outside vehicle lane and the on-street parking along Thousand Oaks Boulevard.

It is important to note that the improvements and future development in the proposed Specific Plan would occur within a 3-mile corridor along Thousand Oaks Boulevard, which further encourages the use of alternative forms of transportation. Implementation of these features would reduce the proposed Specific Plan's transportation energy use and impacts would be less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

## **CUMULATIVE IMPACTS**

Anticipated future development in the City of Thousand Oaks and neighboring communities would increase development in the region. Development of this cumulative growth would increase the amount of electricity and natural gas that is demanded and consumed. Implementation of the proposed Specific Plan, as well as cumulative projects within the City of Thousand Oaks, would depend upon the SCE (electricity) and the Gas Company (natural gas) for energy demands in the future. As discussed above, the proposed Specific Plan's demand on energy resources would not by itself create the need for new electrical or natural gas generation facilities. In addition, any future development projects within the Specific Plan area would be required to comply with energy-efficiency measures such as the use of LED lighting and energy efficient building material in the development of new multi-family residential uses and commercial uses. These requirements would help reduce overall energy use as compared to

conventional development that currently exists within the Specific Plan area. Cumulative projects would be required to comply with energy efficient designs as well, and would partake in individual environmental review to determine the use requirements for natural gas and electricity and if new infrastructure or generation facilities would be needed to adequately supply any cumulative projects within the City. The cumulative impacts, therefore, on electrical and natural gas demand would be less than significant, and the contribution of the proposed Specific Plan to this impact would not be cumulatively considerable.

## 4.10 HAZARDOUS MATERIALS

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### INTRODUCTION

*This section addresses the potential for impacts related to the presence and use of hazardous materials by existing and historical uses within the Thousand Oaks Boulevard Specific Plan (Specific Plan) area and in surrounding areas. Information in this section is based on a records search completed for the Specific Plan area and surrounding areas by Environmental Data Resources, Inc. (EDR) that can be found in **Appendix 4.10**.*

### ENVIRONMENTAL SETTING

#### Existing Conditions

##### *Hazardous Materials and Wastes*

Most hazardous materials incidents occur as the result of increasing transport of chemicals over roadways (such as U.S. Highway 101 and State Route 23) or through industrial accidents. Within Ventura County, over 5,000 manufacturing and service industries use or store hazardous materials, including pesticides, acids, caustics, solvents, and heavy metals. Because of the widespread use of hazardous materials in the County, minor and major hazardous materials spills occur.

About 400 businesses use or store hazardous materials in the City of Thousand Oaks. Within the Specific Plan area, businesses that use or store hazardous materials include gasoline stations, automotive repair facilities, dry cleaners, hardware stores, and miscellaneous commercial and light industrial facilities. Hazardous materials incidents can result in injuries, destruction of private and public improvements, contamination of the environment, and even fatalities.

Under the California Health and Safety Code,<sup>1</sup> business plans are required from California businesses that handle a hazardous material in quantities equal to or greater than the following:

- 55 gallons of a liquid
- 500 pounds of a solid
- 200 cubic feet of a compressed gas
- Extremely hazardous substances above federal threshold reporting quantities

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<sup>1</sup> California Code of Regulations, California Health and Safety Code, Chapter 6.95, Section 25503.

### ***Household Products***

By far the most common hazardous materials are those found or used in the home. Waste oil is a common hazardous material that is often improperly disposed of and can contaminate surface water through runoff. Other common household hazardous wastes (used paint, pesticides, cleaning products, and other chemicals) are often improperly stored in garages and homes. Because of their prevalence and proximity to residents, household products constitute the most pervasive health hazard facing residents of the community.

### ***Asbestos***

Asbestos is a crumbly material often found in older buildings, typically used as insulation in walls or ceilings. It was formerly popular as an insulating material because it had the desirable characteristic of being fire resistant. However, it can pose a health risk when very small particles become airborne. These dust-like particles can be inhaled, where their microscopically sharp structures can puncture tiny air sacs in the lungs, resulting in long-term health problems.

The City of Thousand Oaks contains older structures with the potential to contain asbestos. Pre-1979 construction often included asbestos and it should be assumed that the demolition of older structures in the City may present this hazard. Proper asbestos abatement and disposal procedures are required to be undertaken whenever the demolition of older structures is required.

### ***Lead-Based Paint***

Lead-based paint (LBP), which can result in lead poisoning when consumed or inhaled, was widely used in the past to coat and decorate buildings. Lead poisoning can cause anemia and damage to the brain and nervous system, particularly in children. Like asbestos, LBP generally does not pose a health risk to building occupants when left undisturbed; however, deterioration, damage, or disturbance will result in hazardous exposure. In 1978, the use of LBP was federally banned.

The City of Thousand Oaks contains older structures with the potential to contain LBP. Pre-1978 construction often included LBP and it should be assumed that the demolition of older structures in the City may present this hazard. Proper asbestos abatement and disposal procedures are required to be undertaken whenever the demolition of older structures is required.

### ***Hazardous Materials Transport***

Highway 101 is a major interstate transportation route that passes adjacent to the Specific Plan area while Highway 23 is a major regional transportation route that passes through the Specific Plan area. Trucks using these highways and connecting local arterials commonly carry a variety of hazardous materials, including gasoline and various crude oil derivatives, and other chemicals known to cause human health problems. When properly contained, these materials present no hazard to the community. But in the event of an accident, such materials may be released in liquid or gas form. In the case of some chemicals (such as chlorine), highly toxic fumes may be carried far from the accident site.

### ***Hazardous Material Releases***

In California the majority of hazardous materials incidents are handled prior to becoming a disaster. Nevertheless, the City's emergency organization needs to be flexible and evolutionary in its response to a developing incident in order to accommodate both the large number of relatively routine minor releases to truly disastrous hazardous materials releases. The Specific Plan area does not include large industrial facilities that house or manufacture large quantities of hazardous materials, which could potentially cause a devastating release.

### ***Leaking Underground Fuel Tanks***

In the early 1980s, the threat posed by releases from leaking underground storage tanks (USTs) to groundwater quality was recognized. The discovery of soil and groundwater pollution from leaking USTs prompted local, state, and federal lawmakers to enact laws governing USTs. The greatest potential hazard from a leaking UST is that its contents (petroleum or other hazardous substances) can seep into the soil and contaminate groundwater. Uses located within the Specific Plan area that may contain USTs include gasoline stations, auto repair shops, and other light industrial uses. Within the Specific Plan area, a total of 47 USTs are registered in the State Water Resources Control Board's Hazardous Substance Storage Container Database.<sup>2</sup>

### **Regulatory Agency Database Review**

A search of available environmental records was conducted by Environmental Data Resources, Inc., (EDR). The EDR Radius Map Report (EDR Report) is included in **Appendix 4.10** of this Draft EIR. The findings of the EDR Report are presented below in **Table 4.10-1, Regulatory Agency Database Review**.

A description of each database and the number of sites within the Specific Plan area listed in each database is provided below. Listing on a database does not mean a site presents a health or safety risk.

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<sup>2</sup> Environmental Data Resources, INC., *EDR Radius Map Report with Geotech*, March 10, 2010.

**Table 4.10-1  
Regulatory Agency Database Review**

| Database Description  | Number of Sites in Specific Plan Area |
|---|---------------------------------------|
| <b>Resource Conservation and Recovery Act (RCRA) Small Quantity Generators (SQG):</b> RCRAInfo is EPA's comprehensive information system, providing access to data supporting the RCRA of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites that generate, transport, store, treat, and/or dispose of hazardous waste as defined by the RCRA. SQGs generate between 100 kg and 1,000 kg of hazardous waste per month.  | 28                                    |
| <b>Leaking Underground Storage Tanks (LUST):</b> LUST Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data comes from the State Water Resources Control Board (SWRCB) LUST Information System.  | 46                                    |
| <b>SLIC:</b> SLIC Region comes from the California Regional Water Quality Control Board.  | 5                                     |
| <b>Underground Storage Tanks (UST):</b> The UST database contains registered USTs. USTs are regulated under Subtitle I of the RCRA. This data comes from the SWRCB's Hazardous Substance Storage Container Database.  | 47                                    |
| <b>Aboveground Storage Tanks (AST):</b> The AST database contains registered ASTs. The data come from the SWRCB's Hazardous Substance Storage Container Database.   | 1                                     |
| <b>California Facility Inventory Database (FID) UST:</b> The FID contains active and inactive underground storage tank locations. The source is the SWRCB.  | 17                                    |
| <b>HIST UST:</b> Historical UST Registered Database.  | 31                                    |
| <b>Statewide Environmental Evaluation and Planning System (SWEEPS) UST:</b> This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990s. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.   | 24                                    |
| <b>RCRA Non-Generators:</b> RCRAInfo also provides information on non-generators, which do not presently generate hazardous waste.  | 3                                     |
| <b>HIST CORTESE:</b> The sites for the list are designated by the SWRCB [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES].   | 32                                    |
| <b>Dry Cleaners:</b> A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; dry cleaning plants except rugs; carpet and upholstery cleaning; industrial launderers; laundry and garment services.  | 11                                    |
| <b>EDR Historical Auto Stations:</b> EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. | 1                                     |

Sources: Environmental Data Resources, INC., EDR Radius Map Report with Geotech, March 10, 2010.



## REGULATORY FRAMEWORK

### Federal Regulations

The U.S. Environmental Protection Agency (U.S. EPA) is the main federal agency responsible for enforcing regulations relating to hazardous materials and wastes, including evaluation and remediation of contamination and hazardous wastes. The US EPA works collaboratively with other agencies to enforce materials handling and storage regulations and site cleanup requirements. The Occupational Safety and Health Administration (OSHA) and the Department of Transportation (DOT) are authorized to regulate safe transport of hazardous materials.

### *Asbestos Hazard Emergency Response Act*

The Asbestos Hazard Emergency Response Act (AHERA) provides guidance for the management of asbestos-containing materials (ACM) in schools. The Asbestos School Hazard Abatement Reauthorization Act (ASHARA) extended AHERA regulations to cover public and commercial buildings. AHERA established regulatory standards for inspections, abatement, and transport and disposal of ACM.<sup>3</sup>

### *US Department of Housing and Urban Development*

The U.S. Department of Housing and Urban Development's (HUD) "Lead-Based Paint: Guidelines for Hazard Evaluation and Control of Lead-Based Paint Hazards in Housing"<sup>4</sup> provides comprehensive technical information on how to identify lead-based paint hazards in housing and how to control such hazards safely and efficiently. The goal of the guidelines is to help property owners, private contractors, and government agencies reduce exposure to lead without unnecessarily increasing the cost of housing. The guidelines address lead hazards posed by paint, dust, and soil in the residential environment. Paint that is found to have a lead concentration of at least 10 milligrams per cubic centimeter (mg/cm<sup>2</sup>) is considered to be lead-based paint. Furthermore, interior or exterior paints that have greater than 600 parts per million (ppm) (0.06 percent) of lead are considered by the Consumer Products Safety Commission to be lead-based paint. Finally, any material containing detectable lead is subject to OSHA's Lead Exposure in Construction Rule,<sup>5</sup> which requires employers to ensure that employees are not exposed to lead at concentrations greater than 50 micrograms per cubic meter of air (50 µg/m<sup>3</sup>) averaged over an 8-hour period.

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<sup>3</sup> US Code, Title 15, Section 2641 et seq. "Asbestos Hazard Emergency Response," contains the codified requirements of both AHERA and ASHARA.

<sup>4</sup> US Department of Housing and Urban Development, "Lead-Based Paint: Guidelines for Hazard Evaluation and Control of Lead-Based Paint Hazards in Housing," *Federal Register*. June 1995.

<sup>5</sup> US Code of Federal Regulations, Title 29, Part 1926, "State Plan Responses to Federal OSHA Standards."

## State Regulations

### *Department of Toxic Substances Control*

The Department of Toxic Substances Control (DTSC) is authorized by the US EPA to administer the hazardous waste laws and oversee remediation of hazardous wastes sites. Regulations require that DTSC “shall compile and update as appropriate, but at least annually, and shall submit to the Secretary for Environmental Protection, a list of all the following: (1) [a]ll hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code (HSC).”<sup>6</sup>

The hazardous waste facilities identified in HSC Section 25187.5 are those where DTSC has taken or contracted for corrective action because a facility owner/operator has failed to comply with a date for taking corrective action in an order issued under the HSC, or because DTSC determined that immediate corrective action was necessary to abate an imminent or substantial endangerment.<sup>7</sup>

### *Lead-Based Paint Regulations*

The California Code of Regulations (CCR) sets standards for lead hazard assessment and abatement, removal, certification of individuals engaged in lead-based paint activities, and accreditation of training providers.<sup>8</sup> The CCR also contains regulations governing worker safety during lead-related construction activities, including demolition.<sup>9</sup> These regulations cover:

- (1) *demolition or salvage of structures where lead or materials containing lead are present;*
- (2) *removal or encapsulation of materials containing lead;*
- (3) *new construction, alteration, repair, or renovation of structures, substrates, or portions thereof, that contain lead, or materials containing lead;*
- (4) *installation of products containing lead;*
- (5) *lead contamination/emergency cleanup;*
- (6) *transportation, disposal, storage, or containment of lead or materials containing lead on the site or location at which construction activities are performed, and*

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<sup>6</sup> California Government Code, Title 22, Section 65962.5.

<sup>7</sup> California Health and Safety Code, Section 25187.5.

<sup>8</sup> California Code of Regulations, Section 35001 et seq.

<sup>9</sup> California Code of Regulations, Section 1532.1 et seq.

(7) maintenance operations associated with the construction activities described in this subsection.<sup>10</sup>

### ***CEQA Statute Section 21151.4***

California Environmental Quality Act (CEQA) Statute Section 21151.4 requires that no environmental impact report or negative declaration be approved for any project involving the construction or alternation of a facility with 0.25 mile of a school that might reasonably be anticipated to emit hazardous or acutely hazardous emission or handle acutely hazardous materials in quantities that may pose a health or safety hazard to a school.

### **Local Regulations**

#### ***Ventura County Air Pollution Control District***

The Ventura County Air Pollution Control District (VCAPCD) is the local authority for hazardous emissions, including asbestos. The US EPA established the National Emission Standards for Hazardous Air Pollutants<sup>11</sup> (NESHAP) for asbestos in order to minimize the release of fibers during activities involving asbestos handling. VCAPCD regulates asbestos demolition and renovation operations using Rule 62.7 instead of the NESHAP.<sup>12</sup>

VCAPCD Rule 62.7 applies to all renovation and demolition operations, including those not previously regulated under NESHAP. The rule applies to operations at dwelling units and operations involving 100 or more square feet of ACM. Under Rule 62.7, written notification must be postmarked or delivered to VCAPCD at least 10 working days before work that may disturb ACM begins.

#### ***Ventura County Environmental Health Division***

The Ventura County Hazardous Materials Program, administered by the County Environmental Health Division, is the Certified Unified Program Agency (CUPA) for the County. The CUPA provides regulatory oversight for the following programs: Hazardous Waste Generator, Hazardous Waste Generator On-Site Treatment (Tiered Permit), Underground Storage Tank, Aboveground Storage Tank Spill Prevention Control and Countermeasure Plan, Hazardous Materials Release Response Plans and Inventory (Business Plan), and Risk Management Plan.

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<sup>10</sup> California Code of Regulations, Section 1532.1a.

<sup>11</sup> US Code of Federal Regulations, Title 40, Part 61, "National Emission Standards for Hazardous Air Pollutants."

<sup>12</sup> Ventura County Air Pollution Control District, "Asbestos," <http://www.vcapcd.org/asbestos.htm>.

In addition to conducting annual facility inspections, the Hazardous Materials Program is involved with hazardous materials emergency response, investigation of the illegal disposal of hazardous waste, public complaints, and stormwater illicit discharge inspections.

### ***City of Thousand Oaks***

#### **City of Thousand Oaks General Plan**

The Safety Element of the *City of Thousand Oaks General Plan* contains the following goals, policies, and programs that are relevant to hazardous waste within the Specific Plan area:

##### ***Goals***

- Protect life, property, and the environment from the effects of releases of hazardous materials, to air, land, or water.

##### ***Policies and Programs***

1. Manage hazardous wastes and materials in such a way that waste reduction through alternative technology is the first priority, followed by recycling and on-site treatment, with disposal as the last resort.
2. Continue to work with the County to implement the County Hazardous Materials Emergency Response Plan (developed by the Ventura County Environmental Health Department).
3. Strive to locate businesses that utilize hazardous materials in areas that will minimize risk to the public or the environment.
4. Coordinate with the Ventura County Environmental Health Department and the Regional Water Quality Control Board to encourage cleanup of sites that have been impacted by hazardous materials releases, especially those that have impacted ground water.
5. Implement programs to ensure proper disposal of household hazardous wastes. Educate the public about the importance of complying with such programs.
6. Continue to coordinate with the Ventura County Sheriff's Department, the California Highway Patrol, and the Ventura County Fire Department regarding regional plans for transportation corridors for hazardous materials.

## City of Thousand Oaks Municipal Code

The City's Municipal Code<sup>13</sup> provides for the preparation and implementation of plans for the protection of persons and property within the City in the event of an emergency or a disaster including those involving hazardous materials incidents. The Municipal Code<sup>14</sup> also contains regulations regarding the disposal of hazardous wastes.

## Hazard Mitigation Plan

The City of Thousand Oaks Local Hazard Mitigation Plan<sup>15</sup> (LHMP) was prepared in response to The Disaster Mitigation Act of 2000 (DMA 2000). The LHMP documents the City's hazard mitigation planning process and identifies hazards, potential losses, and mitigation needs, goals, and strategies.

## ENVIRONMENTAL IMPACTS

### Thresholds of Significance

The following thresholds for determining the significance of impacts related to hazards and hazardous materials are contained in the environmental checklist form contained in Appendix G of the most recent update of the *State CEQA Guidelines*. A significant impact would occur with full implementation of the proposed Specific Plan if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.
- Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.
- For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area.

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<sup>13</sup> City of Thousand Oaks, Municipal Code, Title 4, Chapter 4.

<sup>14</sup> City of Thousand Oaks, Municipal Code, Title 6, Chapter 2.

<sup>15</sup> City of Thousand Oaks, *Local Hazard Mitigation Plan*, October 12, 2004.

- For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project.
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

## Methodology

The analysis considered hazards and hazardous materials conditions within the Specific Plan area and applicable regulations and guidelines. Consideration was given to uses that utilize and store hazardous materials. In addition, a regulatory agency records search was performed that provides information on sites within the Specific Plan area that produce, use or store hazardous materials.

## Impact Analysis

|                  |   |
|------------------|---|
| <b>Threshold</b> | <b>Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.</b> |
|------------------|---|

**Impact 4.10-1**      **Future development that may result from the adoption of the proposed Specific Plan could involve the routine transport, use, or disposal of hazardous materials. However, adherence with the City's Local Hazard Mitigation Plan, and compliance with Municipal Code requirements and General Plan policies would ensure that implementation of the proposed Specific Plan would not cause an adverse effect on the environment. (Class III)**

Within the Specific Plan area, as within the City in general, a hazardous materials release or spill would most likely involve either transportation of materials by truck, use of hazardous materials at a business, or illegal dumping of hazardous wastes.

Highway 101 and Highway 23 are major transportation corridors within or adjacent to the Specific Plan area. Trucks commonly carry a variety of hazardous materials, including gasoline and various crude oil derivatives, and other chemicals known to cause human health problems. The transport of hazardous materials and explosives through the City is regulated by the California Department of Transportation (Caltrans). The City's LHMP includes mitigation that acts as a blueprint for reducing potential losses due to natural and human-caused hazards.

Mitigation measures include coordination between the City and emergency responders, public education, proper disposal of hazardous wastes, and locating uses that use and store hazardous wastes in areas that will minimize risks to the public.

Most of the future land uses that would be authorized by the proposed Specific Plan will be similar to existing uses within the Specific Plan area – retail commercial, office commercial, and some residential uses. As such, they will not typically store or generate large amounts of hazardous materials. During the development review process, individual development projects proposed within the Specific Plan area will be required to have adequately designed setbacks, and buffers to separate any use that stores or generates large amounts of hazardous materials from adjacent new development. Where applicable, businesses will comply with existing or future governmental regulations regarding verification of procedures for the storage, use, and disposal of any hazardous materials used.

In addition, the City's Municipal Code<sup>16</sup> provides for the preparation and implementation of plans for the protection of persons and property within the City in the event of an emergency or a disaster including those involving hazardous materials incidents. To fulfill this Code provision, the City adopted an Emergency Operations Plan on May 27, 2008, which details emergency response procedures Citywide. Compliance with Municipal Code requirements and the Emergency Operations Plan would ensure that emergencies involving hazardous wastes would be appropriately handled.

The General Plan contains policies designed to mitigate impacts from hazardous wastes. These policies include coordination between the City and emergency responders, public education, proper disposal of hazardous wastes, and locating uses that use and store hazardous wastes in areas that will minimize risks to the public.

Adherence with the City's LHMP, and compliance with Municipal Code requirements and General Plan policies would ensure that future development allowed by the proposed Specific Plan would not cause an adverse effect on the environment with respect to the use, storage, or disposal of general household and commercial hazardous substances generated from future development or uses. This impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

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<sup>16</sup> City of Thousand Oaks, Municipal Code, Title 4, Chapter 4.

### ***Residual Impacts***

Impacts would be less than significant (Class III).

|                  |   |
|------------------|---|
| <b>Threshold</b> | <b>Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.</b> |
|------------------|---|

**Impact 4.10-2**      **Future development that may result from the adoption of the proposed Specific Plan could result in the release of hazardous materials into the environment due to the presence of asbestos-containing materials and lead-based paints. However, adherence to existing regulations and compliance with Municipal Code requirements would ensure that implementation of the proposed Specific Plan would not cause an adverse effect on the environment. (Class III)**

There are existing structures within the Specific Plan area that, due to their age, may contain ACMs and LBPs. During implementation of the proposed Specific Plan, renovation or demolition of these structures can have negative air quality impacts. Absent existing regulatory controls, this could represent a potentially significant hazard.

The AHERA provides guidance for the management of asbestos-containing materials including standards for inspections, abatement, and transport and disposal of ACMs. The CCR sets standards for lead hazard assessment and abatement, removal, certification of individuals engaged in lead-based paint activities, and accreditation of training providers. In addition, the Municipal Code<sup>17</sup> contains regulations regarding the disposal of hazardous wastes. Adherence to existing regulations and compliance with the Municipal Code requirements, which is required Citywide, would ensure that any hazardous waste incidences or disposal would be properly handled. Therefore, future development allowed by the proposed Specific Plan would not result in the release of hazardous materials into the environment due to the presence of ACMs and LBP, and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

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<sup>17</sup> City of Thousand Oaks, Municipal Code, Title 6, Chapter 2.



### ***Residual Impacts***

Impacts would be less than significant (Class III).

**Impact 4.10-3                      Future development that may result from the adoption of the proposed Specific Plan could result in the release of hazardous materials into the environment due to the presence of contaminated soil or groundwater as a result of leaking underground storage tanks. However, implementation of proposed mitigation would ensure that implementation of the proposed Specific Plan would not cause an adverse effect on the environment. (Class II)**

The greatest potential hazard from a leaking UST is that its contents (petroleum or other hazardous substances) can seep into the soil and contaminate groundwater. Existing uses located within the Specific Plan area that may contain USTs are common non-residential uses and include gasoline stations, auto repair shops, and other light industrial uses. As discussed above, a total of 47 USTs registered in the State Water Resources Control Board's Hazardous Substance Storage Container Database are located within the Specific Plan area. The State Water Resources Control Board Leaking Underground Storage Tank Information System (LUST Database) contains an inventory of reported leaking underground storage tank incidents. A total of 46 incidents have been reported within the Specific Plan area. Although there are no groundwater remediation or soil contamination projects required or underway within or near the Specific Plan area, it is possible that grading and construction associated with individual future development projects within the proposed Specific Plan have the potential to encounter contaminated soil and/or groundwater as a result of leaking USTs. This represents a potentially significant impact.

Implementation of the proposed mitigation measure listed below would require that an on-site assessment be conducted if contaminated soil and/or groundwater are encountered during construction. If the materials are determined to pose a risk to the public or construction workers, the construction contractor must prepare and submit a remediation plan to the appropriate agency and comply with all federal, state, and local laws. With this mitigation measure, future development allowed by the proposed Specific Plan would not result in the release of hazardous materials into the environment due to the presence of contaminated soil or groundwater as a result of leaking USTs, and this impact is considered less than significant.

### ***Mitigation Measures***

**MM 4.10-1** If during the development of individual projects, contaminated soil, and/or groundwater is encountered during the removal of on-site debris or during excavation and/or grading both on and off site, the construction contractors shall stop work and immediately inform the City of Thousand Oaks. An environmental hazardous materials professional shall be contracted to conduct an on-site assessment. If the materials are determined to pose a risk to the public or construction workers, the construction contractor shall prepare and submit a remediation plan to the appropriate agency and comply with all federal, state, and local laws. Soil remediation methods could include excavation and on-site treatment, excavation and off-site treatment or disposal, and/or treatment without excavation. Remediation alternatives for cleanup of contaminated groundwater could include in-situ treatment, extraction and on-site treatment, or extraction and off-site treatment and/or disposal. Construction plans shall be modified or postponed to ensure construction will not inhibit remediation activities and will not expose the public or construction workers to hazardous conditions.

### ***Residual Impacts***

Impacts would be reduced to a less than significant level. (Class II)

|                  |  |
|------------------|--|
| <b>Threshold</b> | <b>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.</b> |
|------------------|--|

**Impact 4.10-4** Future development that may result from the adoption of the proposed Specific Plan could result in the routine handling of common hazardous materials, substances, or waste within 0.25 mile of an existing school. However, individual site-specific review and compliance with CEQA requirements would ensure that implementation of the proposed Specific Plan would not cause an adverse effect on the environment. (Class III)

The Specific Plan area does not include any schools within its boundaries. However, three schools exist within 0.25 mile of the Specific Plan boundary, including Westlake Hills Elementary School, Conejo Elementary School, and Colina Middle School. Therefore the possibility exists that future development allowed by the proposed Specific Plan could place uses that could emit hazardous emissions or handle hazardous materials, substances, or waste within 0.25 mile of a school.

This is not a unique aspect of the proposed Specific Plan and is true throughout the City. Many commercial areas and even some industrial areas are within 0.25 mile of a school.

Site-specific environmental review of future development projects within the Specific Plan area would reveal whether the project involved use of hazardous substances within 0.25 mile of an existing or proposed school. [Note: there are no pending proposals for new schools within the Specific Plan or within 0.25 mile of its boundaries.] In reality, the uses allowed by the proposed Specific Plan are typical commercial and residential uses, which pose little threat of a hazardous substance affecting a school within 0.25 mile. The potential for hazardous impacts from future projects implemented as a result of the proposed Specific Plan, therefore, would be evaluated on a project-by-project basis based on the nature of the specific use and its location.

Development within the Specific Plan area would also be subject to CEQA Statute Section 21151.4, which requires that no environmental impact report or negative declaration be approved for any project involving the construction or alteration of a facility within 0.25 mile of a school that might reasonably be anticipated to emit hazardous or acutely hazardous emission or handle acutely hazardous materials in quantities that may pose a health or safety hazard to a school. Therefore, future development allowed by the proposed Specific Plan would not result in the routine handling of common hazardous materials, substances, or waste within 0.25 mile of a proposed school, and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant (Class III).

|                  |   |
|------------------|---|
| <b>Threshold</b> | <b>Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.</b> |
|------------------|---|

**Impact 4.10-5** Future development that may result from the adoption of the proposed Specific Plan could be located on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. However, individual site specific review and compliance with Municipal Code requirements would ensure that implementation of the proposed Specific Plan would not expose the public to a significant hazard and thereby cause an adverse effect on the environment. (Class III)

As shown in **Table 4.10-1**, the Specific Plan area contains numerous of locations that are included on various lists associated with the use of hazardous materials. These locations include regular registering and reporting databases that do not pose a unique health or safety risk. Hazards resulting from the continuing conduct of business, or redevelopment, at these locations would be site-specific. Individual future development projects proposed within the Specific Plan area at such locations would be subject to environmental review in accordance with existing City procedures. That review would include an evaluation of the potential effect of any hazardous materials used at the site.

Therefore, the potential for exposure of people and the environment to hazardous materials as a result of adoption of the Specific Plan would be avoided or reduced, and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant (Class III).

|                  |   |
|------------------|---|
| <b>Threshold</b> | <b>Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.</b> |
|------------------|---|

**Impact 4.10-6** Future development that may result from the adoption of the proposed Specific Plan would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. (Class III)

The Specific Plan area is located in an area of Southern California that has the potential for residents and employees to encounter man-made and natural hazards, which could cause impact residents and employees. Generally, the hazards that might affect the Specific Plan area are comparable to other areas in Southern California. Human-made hazards include the potential release of hazardous materials; the potential for biological, nuclear, and chemical attacks from foreign and domestic terrorism; and the potential for fires started by humans. Natural hazards include flooding, seismic activity, extreme weather conditions and fires that are started naturally.

During development review process, emergency access is evaluated for all pending development projects within the City's Planning Area. Two means of ingress and egress are required for all major development projects, including subdivisions and commercial/industrial sites. Adequate road and driveway widths are required to provide access to fire trucks, along with turnouts and turnaround areas where deemed necessary. Traffic control during evacuation procedures will be based upon the nature of the emergency and the condition of the roads within the Specific Plan area. Temporary signage will be placed by the City to ensure evacuation routes are clearly marked for motorists.

Future development within the Specific Plan area would not interfere with applicable mitigation activities listed in the City's LHMP that concern transportation. Applicable mitigation activities listed in the City's LHMP with regard to transportation include the construction of new roads and infrastructure in accordance with current land use plans, zoning, and local ordinances and improve reporting of minor accidents and engineering investigations of collisions to determine patterns to improve signals, traffic markings, and identify educational efforts needed to reduce accidents. Therefore, future development allowed by the proposed Specific Plan would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant (Class III).

Other thresholds of significance identified in the *State CEQA Guidelines* and listed in the Thresholds of Significance sub-section above, relating to projects located near airports or private airstrips, and projects that may be subject to wildland fire hazard, are not applicable.

The Specific Plan area is not located near any airports or private airstrips, and is not located adjacent to wildlands or in a high wildland fire hazard area

## CUMULATIVE IMPACTS

Development of pending and approved projects in the greater Thousand Oaks area would increase development in the City. Future development under the proposed Specific Plan and General Plan would result in additional residents and structures that could be placed at risk. Such development would expose new residents and property to hazards that exist in the area. This represents a potentially significant cumulative impact. The proposed Specific Plan would incrementally contribute to these cumulative impacts. However, the City's Local Hazard Mitigation Plan and existing environmental and development review procedures will cause potential environmental hazards and the use of hazardous materials to be addressed and mitigated. Therefore, the contribution of the proposed Specific Plan to this impact would not be cumulatively considerable.

### **INTRODUCTION**

*This section describes the existing visual character of the Thousand Oaks Boulevard Specific Plan area (Specific Plan or Specific Plan area) and surrounding areas and evaluates the potential changes in the visual character of the Specific Plan area and surroundings with implementation of the Specific Plan.*

### **ENVIRONMENTAL SETTING**

#### **Existing Conditions**

A description of the existing visual characteristics along the Thousand Oaks Boulevard Corridor within the Specific Plan area is presented below.

#### ***Scenic Vistas***

The mountains and hills surrounding the City of Thousand Oaks are the primary natural scenic resources in the community. The City is flanked by two major east-west trending mountain ranges - the Santa Monica Mountains to the south and west and the Simi Hills to the north and east. Situated above the Oxnard Plain and separated by the Conejo grade, this upland area generally ranges in elevation from 600 to 900 feet above sea level, with Conejo Peak, Simi Peak and the Mount Clef Ridge rising another 1,000 to 1,600 feet above the valley floor. Other significant landform features include numerous prominent knolls, hills, rocky outcroppings and lower intervening ridgelines, and a system of deeply entrenched stream channels and barrancas or canyons. Prominent views of the Santa Monica Mountains, the Simi Hills, and surrounding open space areas are available from U. S. Route 101 and State Route 23 as they pass through or adjacent to the Specific Plan area. Less prominent views are also available from some locations along Thousand Oaks Boulevard.

#### ***Scenic Routes***

The Scenic Highways Element of the Thousand Oaks General Plan identifies U.S. Route 101, State Route 23, and Thousand Oaks Boulevard as part of the City's scenic highways system. Existing scenic qualities cited by the Scenic Highways Element for U.S. Route 101 in the vicinity of the Specific Plan area include near views to either side of the freeway of the City's central commercial area and golf course near Moorpark Road, middle range and distance views of the North Ranch Area and hills to the west between State Route 23 and Hampshire Road, westbound, impressive views of north central Thousand Oaks between State Route 23 and Hampshire Road, and panoramic views of the Westlake area and hills to the south between Hampshire Road and Westlake Boulevard.

Existing scenic qualities cited by the Scenic Highways Element for State Route 23 in the vicinity of the Specific Plan area include a gradually expanding view of the Conejo Valley and the Santa Monica Mountains upon reaching the crest at Sunset Hills. Thousand Oaks Boulevard is a major commercial thoroughfare, and the discussion in the Scenic Highways element focuses on various then-existing (1974) examples of “visual abuse,” related to the right-of-way itself and the built environment along the immediate roadside. Because both U.S. Route 101 and State Route 23 are elevated freeways in and adjacent to the Specific Plan area, the available close and distant views of mountains and open space from those highways are more impressive than from Thousand Oaks Boulevard itself, hence the different focus in the Scenic Highways Element.

### ***Visual Character along the Thousand Oaks Boulevard Corridor***

Land uses along the Thousand Oaks Boulevard corridor are commercial in nature and mainly consist of retail and office uses. Building types within the Specific Plan area are comprised almost exclusively of one and two-story buildings, with a single four-story building at the corner of Thousand Oaks Boulevard and Boardwalk, and a single three-story building on the east side of Moorpark Road, just north of Thousand Oaks Boulevard. The Civic Arts Plaza on Thousand Oaks Boulevard at Dallas Drive, which is adjacent to (and not within) the Specific Plan area, features taller civic buildings, including the City Hall, Scherr Forum Theatre and Kavli Theatre. The fly tower of the Kavli Theatre, at 101 feet, is the tallest building in the City. Landscaping consists mostly of trees, including oak trees, low lying shrubs, and grass. Traffic signals, light poles, and utility poles are also spread out along the corridor. **Figures 4.11-1 through 4.11-4, Existing Views**, provide photographs taken from locations along Thousand Oaks Boulevard.

**Photo 1, Figure 4.11-1** provides a view south from the intersection of Moorpark Road and Thousand Oaks Boulevard. As illustrated, the roadway and streetscape dominate the foreground. Also visible in the foreground are a traffic signal, light poles, landscaping and commercial development. Mid-range views consist of additional vegetation and the U.S. 101 Freeway. Long-range views of the Santa Monica Mountain foothills are available in the distance.

**Photo 2, Figure 4.11-1** provides a view east from the intersection of Hodencamp Road and Thousand Oaks Boulevard. As shown, the roadway and streetscape dominate the foreground. Also visible in the foreground are traffic signals, light poles, landscaping, a street sign and banner, and a utility pole and power lines. A large vacant lot is also visible at the southern end of the intersection. Mid-range views consist of commercial development and cars parked on the street. Long range views are not available from this portion of Thousand Oaks Boulevard.

**Photo 1, Figure 4.11-2** provides a view east from the intersection of Rancho Road and Thousand Oaks Boulevard. As illustrated, the roadway and streetscape dominate the foreground.





Photo 1 – Moorpark Road - Looking South



Photo 2 – Hodencamp Road - Looking East

SOURCE: Impact Sciences, Inc. – May 2011

FIGURE 4.11-1

Existing Views





Photo 1 – Rancho Road - Looking East



Photo 2 – Erbes Road - Looking North

SOURCE: Impact Sciences, Inc. – May 2011

FIGURE 4.11-2

Existing Views



Also visible in the foreground are traffic signals, light poles, landscaping, and trees. A gas station is also visible on the northeastern corner of the intersection. Mid-range views consist of commercial development, additional vegetation, and cars parked on the street. Long-range views of the Hillcrest Open Space are in the distance.

**Photo 2, Figure 4.11-2** provides a view northeast from the intersection of Erbes Road and Thousand Oaks Boulevard. As shown, the roadway and streetscape dominate the foreground. Also visible in the foreground are a light pole, utility pole, landscaping, and trees. A commercial building on the northwestern corner of the intersection is visible along with commercial signage on the northeastern corner of the intersection. Mid-range views are dominated by mature oaks, pine, and pepper trees. Long range views are not available from this portion of Thousand Oaks Boulevard.

**Photo 1, Figure 4.11-3** provides a view east from the intersection of Dallas Drive and Thousand Oaks Boulevard near the Civic Arts Plaza. As illustrated, the roadway, streetscape, and partially landscaped median dominate the foreground. Also visible in the foreground is a traffic signal, light pole, an electronic sign, landscaping and mature trees. A portion of the Civic Arts Plaza is visible to the south behind a large oak tree. Mid-range views consist of mature landscaping with partial views of commercial development in The Lakes retail development, landscaping, and cars parked along the street. No long range views are available from this portion of Thousand Oaks Boulevard.

**Photo 2, Figure 4.11-3** provides a view northeast from the intersection of Conejo School Road and Thousand Oaks Boulevard. As shown, the roadway and streetscape dominate the foreground. Also visible in the foreground are several traffic signals and light poles, along with landscaping and trees. A car dealership, which is more typical of uses located on the eastern end of the corridor, is visible on the northeast corner of the intersection. Mid-range views consist of additional commercial development. Long-range views of the Hillcrest Open Space are in the distance.

**Photo 1, Figure 4.11-4** provides a view north from the intersection of Skyline Drive and Thousand Oaks Boulevard. As illustrated, the roadway and streetscape dominates the foreground. Also visible in the foreground are several traffic signals and light poles, along with landscaping and trees. Commercial buildings are also visible on the northwest and northeast corners of the intersection. Mid-range views consist of the Skyline Drive streetscape and parked cars. A long-range view of the Hillcrest Open Space is available from this location.

## ***Light & Glare***

Existing development along the Thousand Oaks Boulevard corridor exhibits average ambient nighttime light levels for an urbanized area. Commercial and office uses located along the corridor use typical levels of interior and exterior lighting for security, parking, signage, architectural highlighting, and landscaping. Likewise, street lights along the corridor provide nighttime lighting for visibility and safety purposes. Artificial light sources found along the corridor include security lights associated with buildings, structures, and parking facilities; light emanating from building interiors; incidental landscape lighting; illuminated signs; overhead light standards lining the freeways; streetlights and stop lights along the major and secondary surface streets; and automobile headlights.

Glare generation along the Thousand Oaks Boulevard corridor is limited, as existing development consists predominately of low-rise buildings that generally lack large expanses of glass or other reflective materials.

## **REGULATORY FRAMEWORK**

### **Local Regulations**

#### ***Architectural Design Review Guidelines for Commercial Projects***

The City's architectural design guidelines for commercial projects (Res. No. 2005-011) were adopted in 1995 and last updated in January 2005. The guidelines apply to any project requiring a building permit. The purpose of the guidelines is to ensure that structures contribute to the beauty and quality of life of Thousand Oaks. Major goals of the design guidelines include integrating the building with the natural setting and neighboring uses, including the incorporation of landscaping and an appropriate sign program, as well as focusing on developing projects that shape exterior spaces by creating areas that encourage community participation and a pedestrian orientation.

#### ***Resolution No. 91-172 Freeway Corridor Guidelines***

These guidelines apply to all properties located wholly or partially within 1,000 feet of the centerlines of the US-101 and SR-23 Freeways and were designed to enhance the City's image when viewed from the freeway corridors. The guidelines support good urban design policies that create an attractive view for both residents and visitors while maintaining the semi-rural character of Thousand Oaks.





Photo 1 – Dallas Drive - Looking Southeast



Photo 2 – Conejo School Road - Looking Northeast

SOURCE: Impact Sciences, Inc. – May 2011

FIGURE 4.11-3

Existing Views





Photo 1 – Skyline Drive - Looking North

SOURCE: Impact Sciences, Inc. – May 2011

FIGURE 4.11-4

Existing Views



### ***Scenic Highways Element of the Thousand Oaks General Plan***

The Scenic Highways Element of the General Plan was adopted in order to protect and enhance the scenic qualities of select streets and highways, including rights-of-way and adjacent visual corridors, within the City. It is City policy to ensure that new development occurring along designated scenic highways is visually compatible with scenic highway standards, which includes right-of-way landscaping, preservation of mature trees and architectural and design review of proposed projects to ensure that they are compatible with existing surroundings and enhance the scenic character and quality of the highway corridor.

## **ENVIRONMENTAL IMPACTS**

### **Thresholds of Significance**

The following thresholds for determining the significance of impacts related to aesthetics are contained in the environmental checklist form in Appendix G of the most recent update of the *State CEQA Guidelines*. A significant impact would occur if the proposed Specific Plan would:

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state or local scenic highway corridor.
- Substantially degrade the existing visual character or quality of the study area and its surroundings.
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

### **Methodology**

Photographic visual simulations were prepared to provide a basis for comparing the visual character of existing development along Thousand Oaks Boulevard with the visual character of new development that complies with the development and design standards in the proposed Specific Plan.

## Impact Analysis

|                  |  |
|------------------|--|
| <b>Threshold</b> | <b>Have a substantial adverse effect on a scenic vista</b> |
|------------------|--|

**Impact 4.11-1                      Future development that may result from the adoption of the proposed Specific Plan could have a substantial adverse effect on a scenic vista. (Class II)**

The Scenic Highways Element cites views of the Conejo Valley and surrounding hills and mountains as one of the primary reasons why certain roadways are considered scenic. In its discussion of the SR-23 Freeway, the Element focuses on distant views from the vicinity of Sunset Hills Boulevard and Olsen Road. The balance of the discussion of this Freeway relates to control of land use and signage, and the lack of Freeway landscaping. The short segment of the SR-23 Freeway within the Specific Plan area – in the vicinity of the 101 interchange - is not specifically identified in terms of scenic vistas.

With respect to the 101 Freeway, the Scenic Highways Element identifies the longer-range vistas from the Freeway as a distinguishing characteristic of its scenic qualities, particularly in several segments, including between Hampshire Road and the SR- 23 interchange, where impressive views of the mountains and hills to the north and the valley itself are available.

Future development built in compliance with the standards of the proposed Specific Plan would increase the intensity and bulk of development along the corridor because the proposed Specific Plan would allow buildings to reach a maximum average height of 55 feet without incentives, and 75 feet with incentives. Per the Specific Plan, buildings up to 75 feet in height would only be considered after evaluation by the Planning Commission on a case-by-case basis. As a result, the development of individual projects per the proposed Specific Plan, depending upon location, angle of view, and size, could impact existing views of the mountains and hills that surround Thousand Oaks from the US-101 Freeway.

Through experience, the City has found that buildings allowed by current zoning (up to 35 feet in height) do not affect scenic vistas from the US-101 Freeway. Even the four-story building at the corner of Thousand Oaks Boulevard and Boardwalk, which is 65 feet in height, does not block any scenic vistas. This is due in part to its location at some distance from the Freeway and well below its grade.

In many cases, taller buildings will not significantly alter the view because the Freeway is elevated throughout the Specific Plan area. For comparison purposes only, the fly tower at Civic Arts Plaza reaches a height of 101 feet above grade and is located immediately adjacent to the Freeway right-of-way, which creates the greatest possibility for impact on distant vistas from the Freeway.



The environmental impact report for that project determined that the visual impact of the building was significant, but not adverse, due to its limited width and angle. Any structure built within the Specific Plan area would be significantly shorter and most likely more distant from the Freeway itself. Nevertheless, future development projects within the Specific Plan area should be reviewed on a case-by-case basis for scenic vista impact, where potential exists for significant viewshed impact.

Therefore, aesthetic impact on scenic vistas that would result from future development projects allowed under the Specific Plan would be reduced to a less than significant level with the implementation of the proposed mitigation measure.

### ***Mitigation Measures***

The following mitigation measure will mitigate potential impacts on scenic vistas.

- MM 4.11-1** Individual development projects within the Specific Plan area for which building heights of 55 feet or taller are proposed shall be evaluated on a case-by-case basis to determine potential significant impact on scenic vistas, as viewed from the 101 Freeway, and may be redesigned to avoid such impact, if determined necessary by the City.

### ***Residual Impacts***

Impacts would be less than significant. (Class II)

|                  |  |
|------------------|--|
| <b>Threshold</b> | <b>Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state or local scenic highway corridor?</b> |
|------------------|--|

- Impact 4.11-2** Future development that may result from the adoption of the proposed Specific Plan could substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state or local scenic highway corridor. (Class II)

Portions of the US-101 and SR-23 Freeways that are adjacent or pass through the Specific Plan area are not designated as scenic by the California Scenic Highway Mapping System.<sup>1</sup> However, these roadways are listed as local scenic roadways in the City's Scenic Highways Element. Thousand Oaks Boulevard is also identified as a local scenic highway.

<sup>1</sup> California Department of Transportation. 2010. California Scenic Highway Program webpage. Available: [http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/scenic\\_hwy.htm](http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm). Accessed: April 2010.

The Specific Plan area is developed with commercial land uses and a few residential land uses and does not contain natural scenic resources such as rock outcroppings. There are no historic buildings located within the Specific Plan area.

Protected native trees, such as oak trees, are located within the Specific Plan area, however. In its discussion of Thousand Oaks Boulevard, the Scenic Highways Element notes the existence of some of the oldest oak trees in town. The proposed Specific Plan would result in a potentially significant impact to oak tree resources through a proposed increase in the protected size threshold (see **Section 4.5, Biological Resources**). To avoid this impact, **Mitigation Measure MM 4.5-4** requires that the proposed Specific Plan be revised to delete the proposed exception to the existing Oak Tree Preservation Ordinance and thus the Specific Plan area would be subject to the oak tree protections contained in the current ordinance.

Therefore, future development projects that may be built pursuant to the proposed Specific Plan would not significantly damage scenic resources within local scenic roadways, and potential impacts to oak trees may be mitigated through compliance with the City's Oak Tree Ordinance.

### ***Mitigation Measures***

The following mitigation measure will mitigate potential impacts to scenic resources.

**MM 4.11-2** Development projects within the Specific Plan area shall comply with City standards for protection of oak trees, and replacement where removal is allowed as set forth in the Thousand Oaks Oak Tree Preservation and Protection Guidelines (Resolution 2010-014). In most cases, this Resolution requires that each oak tree of protected size approved for removal be replaced by two 24 inch boxed specimens and one 36 inch boxed specimen.

### ***Residual Impacts***

Impacts would be less than significant. (Class II)

|                  |   |
|------------------|---|
| <b>Threshold</b> | <b>Substantially degrade the existing visual character or quality of the study area and its surroundings.</b> |
|------------------|---|

**Impact 4.11-3** Future development that may result from the adoption of the proposed Specific Plan would not substantially degrade the existing visual character or quality of the study area and its surroundings. (Class III)

Development standards included in the land use section of the proposed Specific Plan would regulate several aspects of new development such as building setbacks, building height, building form; landscaping, public exterior space (commercial and mixed-use projects), off-street parking, outdoor dining; signs, screening fences and walls, and residential projects. In addition, the Specific Plan includes special standards for development with street frontage along Thousand Oaks Boulevard, with mixed uses, or development located adjacent to residential development. The land use section of the Specific Plan also includes design guidelines to supplement the existing City of Thousand Oaks Architectural Design Review Guidelines for Commercial Projects.

The Specific Plan also includes a variety of streetscape improvements divided into treatment zones. The Thousand Oaks Boulevard Streetscape Treatment Zone, which includes most of the corridor, will include updated streetscape furnishings and light fixtures, broad canopy street trees, ample sidewalks, new bike lanes, and a coordinated way-finding program. The Civic Arts Plaza Streetscape Treatment zone, which is located between Erbes Road and Conejo School Road, will exhibit an enhanced streetscape treatment above the level expected along the remainder of the corridor and include a more contemporary theme for streetscape furnishings to match the modern style of the Civic Arts Plaza, enhanced pedestrian crossings and intersections, an enhanced landscaped median, and accent plantings. Finally, enhanced pedestrian nodes will be located at selected points along the boulevard and will include curb extensions and bulb-out of the sidewalks at intersections, transit stops, enlarged sidewalks, enhanced pedestrian crossings, specialty paving, and accent plantings.

Overall, the development standards contained in the Specific Plan will result in an aesthetically pleasing, pedestrian-oriented commercial corridor. In general, development along the Thousand Oaks Boulevard Corridor will have a minimum 0-foot setback, reach a height of 55 feet not to exceed four stories, and require that portions of the 3<sup>rd</sup> and 4<sup>th</sup> stories be recessed back from the street. This is graphically illustrated in **Figure 4.11-9** which depicts a two-level building adjacent to the sidewalk and a three level component set further back from the street. Furthermore, a minimum of 3 percent of the building footprint must be utilized as public exterior space for a patio, courtyard, plaza, outdoor dining area, enhanced pedestrian access, etc. All screening and/or buffers shall be required to obscure utilitarian features and fences and walls shall have a maximum height of 6 feet. Finally, the supplemental design guidelines will discourage the use of blank walls and encourage a variety of wall and roof planes, articulation, building materials, windows, doors, and entries.

The street furnishings within both treatment zones will include new street lights, benches, trash receptacles, planters, bicycle racks, bollards, tree grates, consolidated newspaper racks, and bus shelters with a matching theme. Enhanced pedestrian nodes will include 8-foot bulb-outs, specialty paving treatments consisting of brick or stone, and entry plazas.

**Figures 4.11-5 through 4.11-11** provide visual simulations illustrating the design guidelines and streetscape treatments described above from vantage points along the Thousand Oaks Boulevard Corridor. Please note that these figures are conceptual illustrations only. No specific development projects are proposed in conjunction with the proposed Specific Plan. The purpose of these exhibits is to show how future projects designed to meet the Specific Plan regulations might look in specific contexts.

As shown in **Figure 4.11-5, Lombard Street Looking Northwest**, the proposed building utilizes articulation to break up the massing and outdoor seating to enhance the pedestrian environment along the sidewalk. In addition, the building does not exceed 75 feet or six stories in height, which is permitted through the use of incentives. **Figure 4.11-6, Moody Court Looking Northeast**, also illustrates how the proposed building utilizes articulation to break up the massing. In addition, a zero setback is utilized to extend the building to the street and the building does not exceed 55 feet of four stories in height.

As shown in **Figure 4.11-7, East of Cunningham Road**, the proposed building has a zero setback, utilizes articulation to break up the massing, and provides an enhanced pedestrian entryway. In addition, a broad canopy street tree and a trash receptacle are also visible in the simulation. **Figure 4.11-8, East of Zuniga Ridge Place**, illustrates the proposed landscaped median that is part of the Civic Arts Plaza Streetscape Treatment zone. In addition, landscaping separates the new building from an existing strip mall.

**Figure 4.11-9, Conejo School Road Looking Northwest**, illustrates the use of outdoor seating as encouraged by development standards contained in the Specific Plan. In addition, the new two-story building depicted in the simulation also utilizes a zero-foot setback and does not exceed 55 feet or four stories in height. The intersection shown in **Figure 4.11-9** is also designated as an enhanced pedestrian zone. As illustrated, the cross walk is delineated from the surrounding roadway by specialty paving.

**Figure 4.11-10, Live Oak Street Looking East**, shows the use of an outdoor entry plaza with a fountain as public open space. In addition, **Figure 4.11-10** illustrates the use of outdoor seating, street trees, and customized light poles as encouraged by the Specific Plan.

Finally, **Figure 4.11-11, Hampshire Road Looking Northwest**, provides another view of a typical building that could be constructed under the proposed Specific Plan. As shown in **Figure 4.11-11**, the building has a zero setback and includes outdoor seating, which is encouraged in the proposed Specific Plan. The new five-story building depicted in the simulation is 46 feet in height to the top of the 4<sup>th</sup> floor, with the 5<sup>th</sup> floor stepped back and reaching a total height of 61 feet. Trash receptacles, planters, and a bike rack are also visible in the simulation. The intersection shown in **Figure 4.11-11** is also designated as an enhanced pedestrian zone.



Existing View



Illustrative Visual Simulation (No Street Trees)



Illustrative Visual Simulation (with Street Trees)

SOURCE: Impact Sciences, Inc. – April 2011







Existing View



Illustrative Visual Simulation (No Street Trees)



Illustrative Visual Simulation (with Street Trees)

SOURCE: Impact Sciences, Inc. – April 2011







Existing View



Illustrative Visual Simulation

SOURCE: Thousand Oaks Boulevard Specific Plan – April 2009

FIGURE 4.11-7

East of Cunningham Road







Existing View



Illustrative Visual Simulation

SOURCE: Thousand Oaks Boulevard Specific Plan – April 2009

FIGURE 4.11-8

East of Zuniga Ridge Place







Existing View



Illustrative Visual Simulation (No Street Trees)



Illustrative Visual Simulation (with Street Trees)

SOURCE: Impact Sciences, Inc. – April 2011







Existing View



Illustrative Visual Simulation

SOURCE: Thousand Oaks Boulevard Specific Plan – April 2009

FIGURE **4.11-10**

Live Oak Street Looking East







Existing View



Illustrative Visual Simulation (No Street Trees)



Illustrative Visual Simulation (with Street Trees)

SOURCE: Impact Sciences, Inc. – April 2011



As illustrated, a bulb-out of the sidewalk is visible on the northwest corner of the intersection thus decreasing the distance that pedestrians have to cross the intersection. Specialty paving consisting of brick clearly delineates the crosswalks from the surrounding roadway.

The gradual replacement of existing buildings, surface parking and vacant lots with newer buildings and streetscape improvements outlined in the proposed Specific Plan will change the visual character of the corridor. In general, the development standards, streetscape treatments, and supplemental design guidelines listed in the proposed Specific Plan will improve the aesthetic character of the area.

The development within the Specific Plan area will also be compatible with existing residential development that is located adjacent to the Specific Plan area. Special standards in the Specific Plan for development adjacent to residential land use include setback and building height requirements that require a series of graduated setbacks and building heights to produce a development that is sensitive to adjacent residential development. For example, a minimum 20-foot side and rear set back is required where development abuts a residential zone and the building height is limited to 25 feet. At 30 feet from the property line, the building height may increase to 45 feet while at 50 feet the building height may increase to 55 feet. Other standards that apply to development adjacent to residential development include special lighting standards and performance standards.

For the reasons provided above, future development projects that may be built pursuant to the proposed Specific Plan will not degrade the existing visual character or quality of the Thousand Oaks Boulevard Corridor or surrounding development, and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

|                  |   |
|------------------|---|
| <b>Threshold</b> | <b>Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.</b> |
|------------------|---|

**Impact 4.11-4                      Future development that may result from the adoption of the proposed Specific Plan would not create a new source of substantial light which would adversely affect nighttime views in the area. (Class III)**

Future development built in conformance with the development and design standards in the proposed Specific Plan would introduce new sources of nighttime lighting, both in the public domain (e.g., street lighting, accent lighting, illuminated signage, and landscape lighting) and in the private domain as the result of the intensified development on individual properties and associated interior building lighting, building security lighting, and accent and landscape lighting. Existing ambient nighttime light levels are already high in the Specific Plan area and the proposed Specific Plan would not introduce any intense new sources of nighttime lighting.

For future development adjacent to existing residential development located outside the Specific Plan area and mixed-use development within the Specific Plan area, the proposed Specific Plan includes special lighting standards. For example, all outdoor lighting shall be shielded in a manner that prevents a direct line between its luminary and any residentially zoned, planned, or developed parcel. In addition, outdoor lighting shall not exceed 0.50 footcandle if the property abuts a residential zone or a lot containing a residential use. For development adjacent to existing residential properties, all exterior lighting shall focus internally within the property to decrease light pollution on neighboring properties.

For these reasons, future development projects that may be built pursuant to the proposed Specific Plan would not create a new source of substantial light which would adversely affect nighttime views in the area, and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

**Impact 4.11-5**            **Future development that may result from the adoption of the proposed Specific Plan could create a new source of substantial glare which could adversely affect daytime views in the area. (Class II)**

Glare is caused by light reflections from pavement, vehicles, and building materials, such as reflective glass and polished surfaces. Future development projects that may result from the adoption of the proposed Specific Plan may increase daytime glare in the surrounding area, particularly in existing adjacent residential areas and along Thousand Oaks Boulevard. The extent of this impact would be dependent upon the angle of the sun and the type of structure and building material used that could generate a glare effect. This represents a potentially significant impact.

Implementation of the proposed mitigation measure listed below would modify text of the Specific Plan to add a development standard that would require prohibit the use of reflective or glare producing materials in structures, facilities, and infrastructure associated with the development of individual projects and would encourage the use of landscaping and other design features to minimize the potential for glare. With the implementation of this mitigation measure, future development projects that may be built pursuant to the proposed Specific Plan would not create a new source of substantial glare which would adversely affect daytime views in the area, and this impact is reduced to a less than significant level.

### ***Mitigation Measures***

The following mitigation measure will mitigate potential impacts from excessive glare.

**MM 4.11-3**            Chapter 4D of the Specific Plan (Supplemental Design Guidelines) text shall be modified to add the following subsection 1(q): “Reflective or glare-producing materials in structures, facilities, and infrastructure is prohibited, and the use of landscaping and other design features to minimize the potential for glare is encouraged.”

### ***Residual Impacts***

Impacts would be reduced to a less than significant level. (Class II)

## CUMULATIVE IMPACTS

### Scenic Vistas

Development of approved and related projects in the greater Thousand Oaks area would increase development in the City as a whole. The City's building height regulations and Freeway Corridor Design Guidelines resolution serve to control potential impact on scenic vistas from scenic highways as identified in the Scenic Highway Element. Development of projects in close proximity to the Specific Plan area would increase density in the general vicinity. This increased density, combined with increased density allowed under the Specific Plan, could block or partially block existing views of the mountains and hills that surround Thousand Oaks from the Ventura Freeway. However, the City's building height controls, Freeway Corridor Design Guidelines resolution, and the provisions of the Specific Plan including **Mitigation Measure MM-4-11.2**, above, will insure that impact on these views would not be substantial. The cumulative impact on scenic vistas would be less than significant, and the contribution of the proposed Specific Plan to this impact would not be cumulatively considerable.

### Scenic Resources within a State Scenic Highway

Development is expected to increase in the City as pending and approved projects are constructed.. This increase in development would combine with future development projects within the proposed Specific Plan area to increase density in the vicinity of the Specific Plan area. However, this cumulative density would not be sufficient to block or obscure views of the Conejo Valley from the US-101 and SR-23 Freeways, which are considered local scenic roadways by the City's Scenic Highway Mapping system. In addition, there are no natural scenic resources such as rock outcroppings within the vicinity of the Specific Plan area, and while native trees, such as Oak Trees, exist within the vicinity of Specific Plan area, these resources are protected by existing ordinance. For these reasons, the cumulative impact on scenic resources within a locally designated scenic highway would be less than significant, and the contribution of the proposed Specific Plan to this impact would not be cumulatively considerable.

### Visual Character

Where approved projects are in close proximity to future development projects that may be built within the proposed Specific Plan area, there is a potential for cumulative impacts to the visual characteristics of the area. All commercial development in City of Thousand Oaks must adhere to architectural design review guidelines for commercial development established by the City and each project proposed in the City would undergo separate design review. In addition, all residential development in the City must undergo a similar design review process.

As discussed above, development standards, supplemental design guidelines, and streetscape treatments contained in the Specific Plan would ensure that the visual appearance of future development projects that may be built pursuant to the proposed Specific Plan would be aesthetically pleasing. The cumulative impact on visual resources would be less than significant, and the contribution of the proposed Specific Plan to this impact would not be cumulatively considerable.

### **Light and Glare**

An increase in lighting will occur throughout the City when approved projects are constructed. Where other projects are located in close proximity to future development projects within the proposed Specific Plan area, an increase in lighting would occur. Lighting would be typical of commercial development, including directed lighting for architectural accents, signage, and security that is typically focused onto surfaces to be lit, such as building details, landscape elements, signs, and pedestrian areas. Light sensitive uses are located in the vicinity of the Specific Plan area, and light from cumulative development could negatively affect these uses. This represents a potentially significant cumulative impact. As discussed above, the proposed Specific Plan includes special lighting standards that would minimize light spill over onto adjacent development. In addition, the intensity of lighting would be less in areas adjacent to sensitive uses. Therefore, the contribution of the proposed Specific Plan to this impact would not be cumulatively considerable.

Concerning glare, where other projects are in close proximity to future development projects within the proposed Specific Plan area, an increase in daytime glare could occur depending on the type of building materials used, and this increase in glare could negatively affect sensitive uses in the vicinity of the Specific Plan area. This represents a potentially significant cumulative impact. As discussed above, proposed mitigation would prohibit individual development projects within the Specific Plan area from using reflective or glare producing materials in structures, facilities, and infrastructure and would encourage the use of landscaping and other design features to minimize the potential for glare. As a result, the contribution of the proposed Specific Plan to this impact would not be cumulatively considerable.



### INTRODUCTION

*This section describes the existing geological conditions of the Thousand Oaks Boulevard Specific Plan (Specific Plan) area and evaluates potential geological hazards within the Specific Plan area with implementation of the Specific Plan.*

### ENVIRONMENTAL SETTING

#### Regional Geology

The City of Thousand Oaks lies within the very southern part of the west-central portion of the Transverse Ranges geologic province of Southern California. This province is characterized by east-west trending folds, faults, and mountain ranges that are transverse to the northwest trend of most of the geologic features in California. The City of Thousand Oaks is situated in the Conejo Valley, which has distinctive geomorphic features being comprised of mountains, artificial lakes and rolling hills. The Conejo Valley is approximately 9 miles long and 7 miles wide and is situated at an elevation of 800 to 900 feet above sea level. Geologic conditions within the City consist of a thin sedimentary soil cover over bedrock. Miocene age Conejo Volcanic rocks are found in the south and western parts of the City. These rocks are hard and generally stable. Softer marine sediments of the Topanga and Monterey formations of Miocene age are found within the eastern and southern areas of the City, and the Sespe, Llajas, Santa Susana, and Chatsworth formations of Oligocene to Cretaceous age are found near the northeast part of the City. Unconsolidated alluvial sediments are found within canyons and the Conejo Valley bottom. Locally, soil cover and landslides occur on the hillsides.<sup>1</sup>

#### Faulting and Seismic Hazards

The Thousand Oaks area is in a seismically active region. The greatest recorded earthquake within 50 miles of the site was a magnitude 7.2 event within the Santa Barbara Channel that occurred in 1812. The nearest magnitude 6 or greater earthquake was the Northridge (1994) earthquake, having a magnitude of 6.7 located 17 miles from the site.<sup>2</sup>

Faults generally produce damage in two ways: ground shaking and surface rupture. Seismically induced ground shaking covers a wide area and is greatly influenced by the distance of the site to the seismic

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<sup>1</sup> Rincon Consultants, *Thousand Oaks General Plan*, Safety Element. July 1996.

<sup>2</sup> Rincon Consultants, *Thousand Oaks General Plan*, Safety Element. July 1996.

source, soil conditions, and depth to groundwater. Surface rupture is limited to very near the fault. Other hazards associated with seismically induced ground shaking include earthquake-triggered landslides.

### *Ground Shaking*

The U.S. Geological Survey defines active faults as those that have had surface displacement within Holocene time (about the last 11,000 years). Holocene surface displacement can be recognized by the existence of cliffs in alluvium, terraces, offset stream courses, fault troughs and aligned saddles, sag ponds, and the existence of steep mountain fronts. Potentially active faults are those that have had surface displacement during Quaternary time, within the last 1.6 million years. Inactive faults have not had surface displacement within the last 1.6 million years.

No active faults have been mapped within the City of Thousand Oaks planning area boundary or within the Specific Plan area. However, because of the proximity of active faults, ground shaking has affected and will continue to affect the Thousand Oaks area.<sup>3</sup>

Major faults in the vicinity of the project area are listed in **Table 4.12-1, Estimated Maximum Credible Earthquake Events**, along with the magnitude that these faults may generate in the City. **Figure 4.12-1, Fault Map**, shows the locations of these faults with respect to the City. As shown in **Table 4.12-1**, the Simi fault is anticipated to be capable of generating the highest ground accelerations in the project area. For potentially active faults, the Boney Mountain and Sycamore Canyon faults, because of their occurrence within the planning area, would have the highest ground accelerations.<sup>4</sup>

### *Fault Rupture*

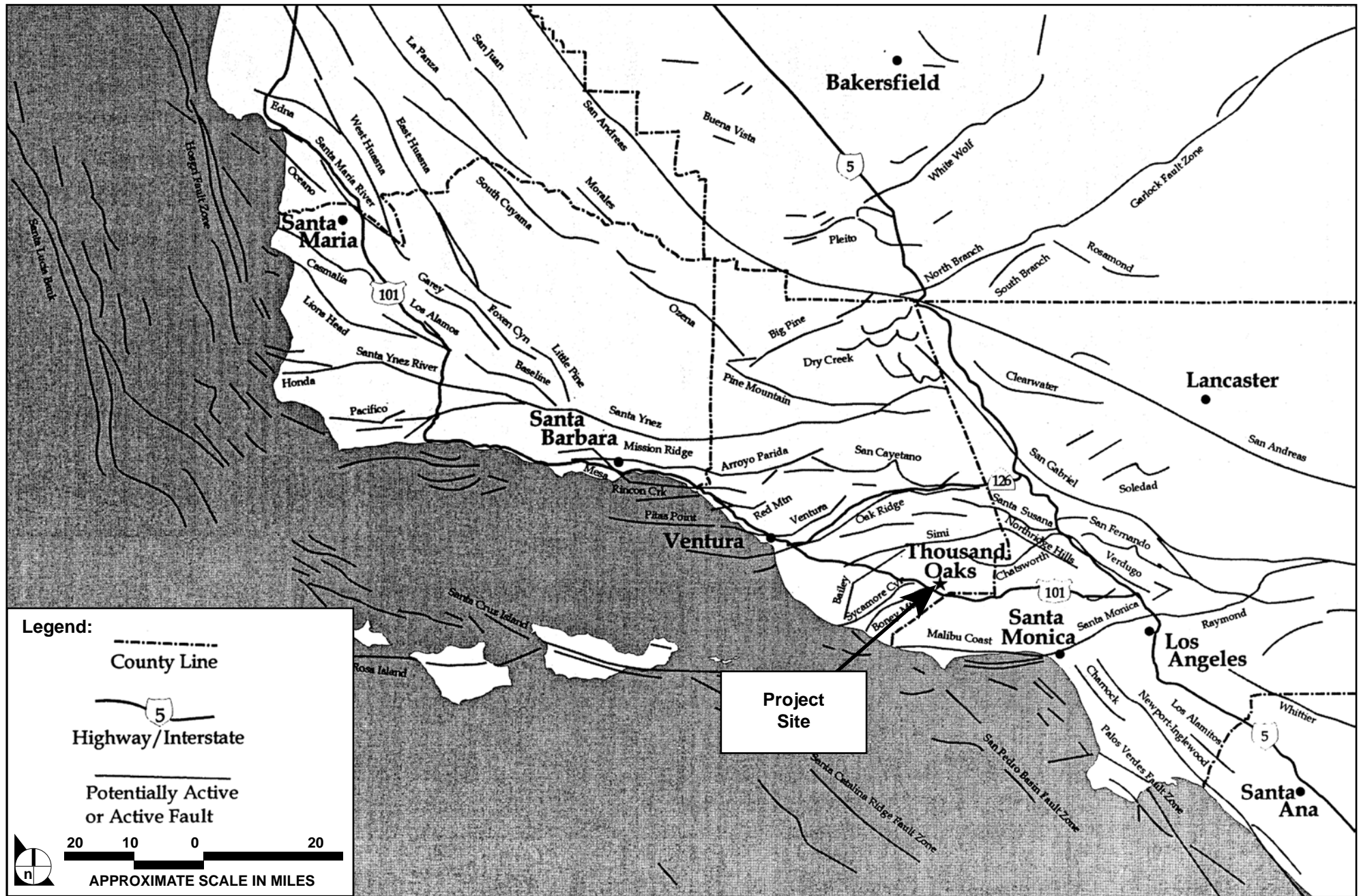
Alquist-Priolo Earthquake Fault Zones are areas within 500 feet from a known fault trace. No mapped active faults have been identified within the Specific Plan area. Thus, there are no Alquist-Priolo special study areas within the Specific Plan area.<sup>5</sup>

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<sup>3</sup> Rincon Consultants, *Thousand Oaks General Plan*, Safety Element. July 1996.

<sup>4</sup> Rincon Consultants, *Thousand Oaks General Plan*, Safety Element. July 1996.

<sup>5</sup> Rincon Consultants, *Thousand Oaks General Plan*, Safety Element. July 1996.



SOURCE: City of Thousand Oaks General Plan – July 1996

FIGURE 4.12-1

Fault Map

**Table 4.12-1**  
**Estimated Maximum Credible Earthquake Events**

| <b>Fault Zone</b>                | <b>Approximate Distance (miles)</b> | <b>Maximum Credible Earthquake</b> | <b>Acceleration</b> |
|----------------------------------|-------------------------------------|------------------------------------|---------------------|
| <b>Active Faults</b>             |                                     |                                    |                     |
| Simi                             | 1–8                                 | 6.9                                | 0.28–0.6            |
| Chatsworth                       | 6–16                                | 6.3                                | 0.12–0.3            |
| Malibu Coast                     | 8–16                                | 7.3                                | 0.2–0.3             |
| Oak Ridge                        | 8–17                                | 7.3                                | 0.2–0.3             |
| Santa Monica Mountains Thrust    | 9                                   | 7.2                                | 0.26                |
| Santa Susana                     | 9–20                                | 6.9                                | 0.13–0.23           |
| Northridge Hills                 | 9–20                                | 6.6                                | 0.11–0.21           |
| San Fernando                     | 18–29                               | 6.8                                | 0.08–0.15           |
| San Gabriel                      | 19–30                               | 7.0                                | 0.1–0.15            |
| San Andreas                      | 39–50                               | 8.25                               | 0.11–0.15           |
| <b>Potentially Active Faults</b> |                                     |                                    |                     |
| Boney Mountain                   | 0.6–7                               | 6.0                                | 0.2–0.5             |
| Sycamore Canyon                  | 0.6–7                               | 6.2                                | 0.21–0.51           |

*Source: Rincon Consultants, Thousand Oaks General Plan, Safety Element. July 1996.*

## ***Liquefaction***

Liquefaction is a temporary, but substantial, loss of shear strength in granular solids, such as sand, silt, and gravel, usually occurring during or after a major earthquake. This occurs when the shock waves from an earthquake of sufficient magnitude and duration compact and decrease the volume of the soil; if drainage cannot occur, this reduction in soil volume will increase the pressure exerted on the water contained in the soil, forcing it upward to the ground surface. This process can transform stable granular material into a fluid-like state. The potential for liquefaction to occur is greatest in areas with loose, granular, low-density soil, where the water table is within the upper 40 to 50 feet of the ground surface. Liquefaction can result in slope and/or foundation failure.

Areas of the City underlain by unconsolidated alluvium, such as along canyons and the floor of the Conejo Valley, may be susceptible to liquefaction. Ground water levels in the Conejo Valley Basin fluctuate considerably, being highly dependent on rainfall. As shown in **Figure 4.12-2, Liquefaction Hazard Map**, the western portions of the Specific Plan area are susceptible to liquefaction.

### ***Slope Stability***

Landslides, debris flows, rockfalls, and mudslides are manifestations of gravity driven flows of earth materials due to slope instability. Hill slopes naturally have a tendency to fail. Unless engineered properly, development in hillside areas tends to increase the potential for slope failures. Slope modification by grading, changes in the infiltration of surface water, and undercutting slopes can create unstable hill slopes, resulting in landslides or debris flows. Debris and mud flows often occur after periods of precipitation. Water soaked soil and rock are destabilized by the weight of the water. Often compounding the added weight is erosion of the base of a hill slope. Once this slope becomes destabilized, the mass of water, soil, and mud is driven downhill by gravity.

Numerous landslides have been mapped within the hillsides of the City of Thousand Oaks. These hillsides also pose a high risk of debris flows, mudflows, and rockfalls. Land development near or at the base of canyons, cliffs, or landslides should take these hazards into consideration during the planning, construction and life of the development. As shown in **Figure 4.12-3, Landslide Hazard Map**, the Specific Plan area is not susceptible to landslides.

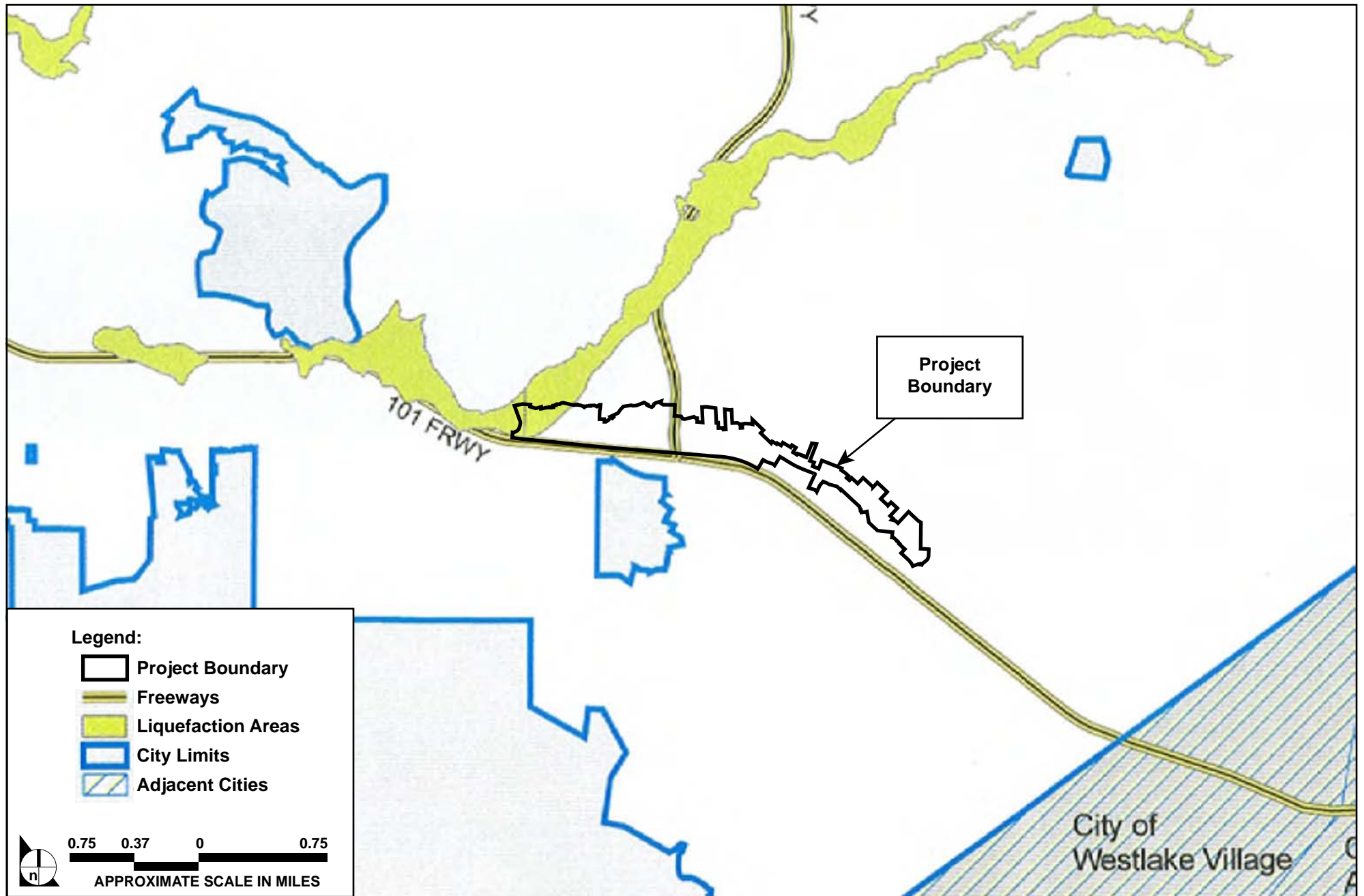
### ***Soil Related Hazards***

Soil related hazards include expansive soils, settlement, and subsidence. A more detailed description of these hazards is provided below.

#### **Expansive Soil**

Expansive soils are those that are characterized as having a high shrink-swell potential. The shrink-swell potential of a soil refers to the change in volume resulting from a change in moisture content. Soils with high shrink-swell potential generally have a high clay content and shrink when dry and swell when wet. Expansive soils can cause considerable damage to building foundations, roads, and other structures. Soils with low shrink-swell potential are generally suitable for building sites if other geologic factors are also favorable.

Expansive soils exist in the City of Thousand Oaks. The shrink-swell characteristics of soils can vary widely within short distances, depending on the relative amount and type of clay. Detailed geologic studies are required prior to development to evaluate the potential for expansive soils. If a site is found to have expansive soils, this can usually be mitigated through proper foundation design.

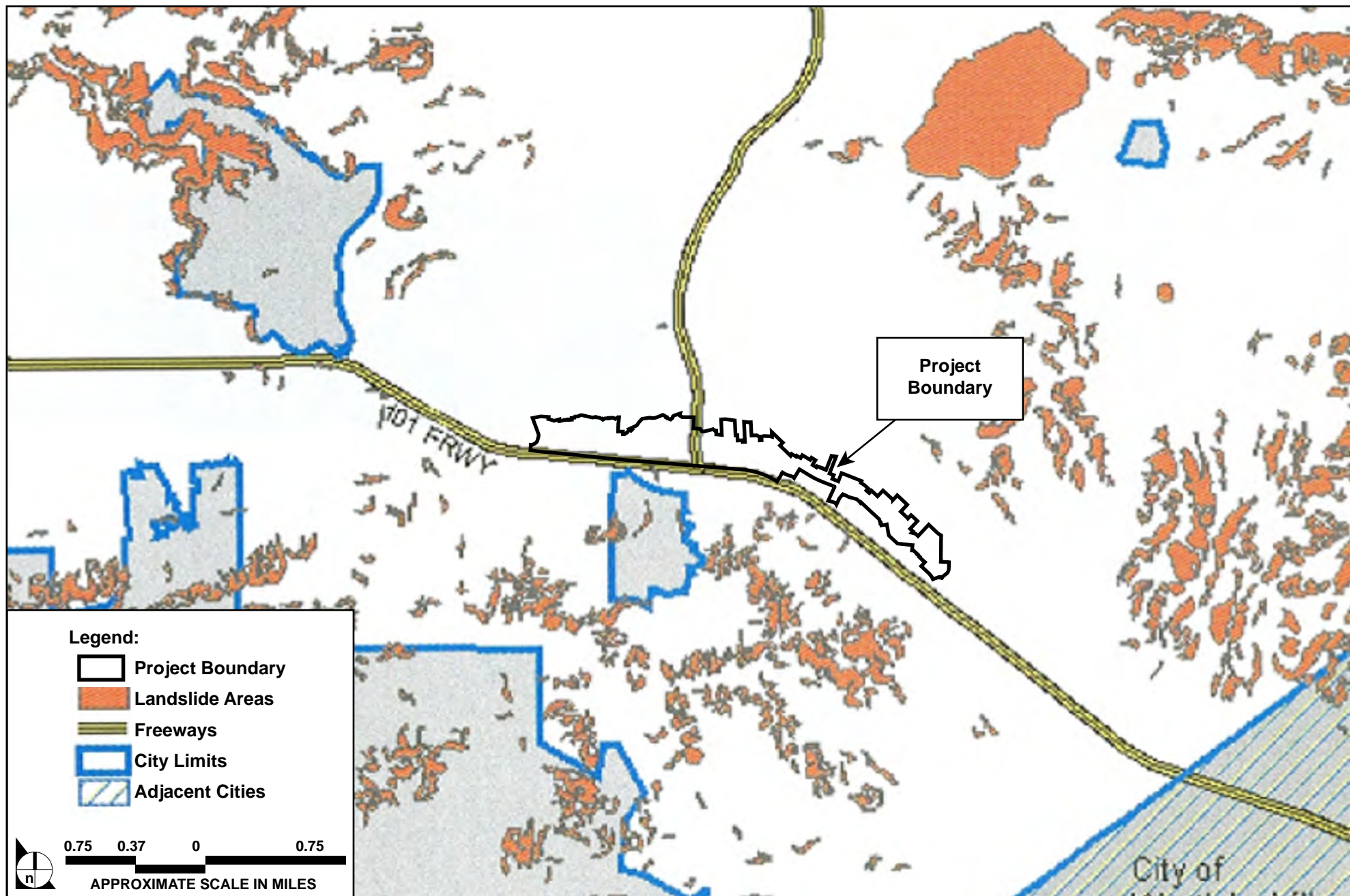


SOURCE: City of Thousand Oaks Hazard Mitigation Plan – September 2004

FIGURE 4.12-2

Liquefaction Hazard Map





SOURCE: City of Thousand Oaks Hazard Mitigation Plan – September 2004

FIGURE 4.12-3

Landslide Hazard Map

### **Settlement**

Settlement is the downward movement of the land surface resulting from the compression of void space in underlying soils. This compression can occur naturally with the accumulation of sediments over porous alluvial soils within river valleys. Settlement can also result from human activities, including improperly placed artificial fill, and structures built on soils or bedrock materials with differential settlement rates. This phenomenon can alter local drainage patterns and result in structural damage.

Although settlement problems have not historically been a significant issue in the City, the potential for settlement should be addressed during geotechnical studies and appropriately minimized or corrected, as necessary, on an individual development basis.

### **Subsidence**

Subsidence is the sinking of the ground surface caused by compression or collapse of earth materials. Subsidence can be caused by groundwater extraction or seismically induced liquefaction. Groundwater-withdrawal subsidence results from the extraction of groundwater from an unconsolidated aquifer.

Large-scale regional subsidence has not occurred in the City or the Specific Plan area. Because of the limited amount of ground water currently being extracted from the basin, and the probability of negligible future oil production, the likelihood of significant subsidence occurring in the Specific Plan area is considered minimal.

## **REGULATORY FRAMEWORK**

### **Federal**

#### ***National Pollution Discharge Elimination System***

Since the project site is over 1 acre in size, a General Permit for Discharges of Storm Water Associated with Construction Activity (General Construction Permit) is required by the Regional Water Quality Control Board (RWQCB), as part of the National Pollution Discharge Elimination System (NPDES). The permit requires the project applicant to prepare and submit a Storm Water Pollution Prevention Plan (SWPPP), to be administered to control erosion and the discharge of other pollutants into the storm water system during construction of the project. The SWPPP must list best management practices (BMPs) that the project applicant will use to protect stormwater runoff.



## State

### *Seismic Hazards Mapping Act*

Under the Seismic Hazards Mapping Act,<sup>6</sup> the State Geologist is responsible for identifying and mapping seismic hazards zones as part of the California Geologic Survey (CGS). The CGS provides zoning maps of non-surface rupture earthquake hazards (including liquefaction and seismically induced landslides) to local governments for planning purposes. These maps are intended to protect the public from the risks associated with strong ground shaking, liquefaction, landslides or other ground failure, and other hazards caused by earthquakes. For projects within seismic hazard zones, the Seismic Hazards Mapping Act requires developers to conduct geological investigations and incorporate appropriate mitigation measures into project designs before building permits are issued.

### *Alquist-Priolo Earthquake Fault Zones*

The purpose of Alquist-Priolo Earthquake Fault Zoning Act<sup>7</sup> (formerly called the Alquist-Priolo Special Studies Zones Act) is to prohibit the location of most structures for human occupancy across the traces of active faults and to mitigate the hazard of fault rupture. The act has been amended 10 times. Under the act, the State Geologist is required to delineate earthquake fault zones (EFZs) along known active faults in California. Cities and counties affected by the zones must regulate certain development projects within the zones. They must withhold development permits for sites within the zones until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting. No EFZs are located within the Specific Plan area.

### *California Building Code*

The California Building Code (CBC)<sup>8</sup> is administered by the California Building Standards Commission, which, by law, is responsible for adopting, approving, publishing, and implementing California's building codes and standards. The purpose of the CBC is to establish minimum standards for safeguarding public health and safety through structural strength, means of egress facilities, and general stability by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all building and structures within its jurisdiction.

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<sup>6</sup> California Public Resources Code, Article 10, Seismic Hazards Mapping. Updated May 2003.

<sup>7</sup> California Public Resources Code, Chapter 7.5, Earthquake Fault Zone, Alquist-Priolo Earthquake Fault Zoning Act.

<sup>8</sup> California Code of Regulations, Title 24, Part 2, California Building Standards Code, California Building Standards Commission, 2007.

The California Building Standards Code<sup>9</sup> is based on the International Building Code, with the addition of necessary California amendments based on the American Society of Civil Engineers Minimum Design Standards 7-05.<sup>10</sup> The California Building Standards Code establishes requirements for general structural design and methods for determining earthquake loads, as well as other loads (flood, snow, wind, etc.), for inclusion in building codes. The provisions of the California Building Standards Code apply to the construction, alteration, movement, replacement, and demolition of every building or structure, and any connected appurtenances, throughout California.

Earthquake design requirements take into account the occupancy category of a structure, site class, soil classifications, and various seismic coefficients, which are used to determine the appropriate Seismic Design Category<sup>11</sup> for a project. The Seismic Design Category is a classification system that combines occupancy categories with the level of expected ground motions at the site; categories range from Seismic Design Category 1 (very small seismic vulnerability) to Seismic Design Category 4 (very high seismic vulnerability and near a major fault). Design specifications for the structure are then determined according to the applicable Seismic Design Category.

## Local

### *City of Thousand General Plan*

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

#### **Faulting/Seismic Hazards**

##### *Goals*

- Minimize the risk of loss of life, injury, damage to property, and economic and social dislocation resulting from fault rupture and seismically induced groundshaking.

##### *Policies and Programs*

- Require site-specific geologic and engineering investigations as specified in the UBC and Municipal Code for proposed new developments and/or when deemed necessary by the City Engineer and/or through the California Environmental Quality Act (CEQA) process.

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<sup>9</sup> California Building Standards Code, 2007.

<sup>10</sup> American Society of Civil Engineers, *Minimum Design Loads for Buildings and Other Structures*, SEI/ASCE 7-05, 2006.

<sup>11</sup> California Building Standards Code, 2007.

- Adopt new Uniform Building Code (1994) and enforce provisions relating to earthquake resistant design and foundation/grading regulations, respectively.
- Enforce provisions of Title 7, Chapter 3 (Grading) and Title 8, Chapter 1 (Building Code) of the Municipal Code that incorporate the Uniform Building Code (UBC) with amendments specific to the City.
- Continue to allocate a percentage of building permit fees (as specified in Chapter 8 of Division 2 of the Public Resources Code) to a trust fund (Strong Motion Instrumentation Program Fund) which is remitted to the State of California. The moneys are earmarked for seismic education pursuant to the Seismic Hazards Mapping Act of 1990.
- Provide setbacks, as determined to be necessary, for any proposed development located on or near an active or potentially active fault. Appropriate setback distances will be determined through engineering geologic investigation. It should be noted that no active faults have been mapped within the Planning Area boundary. Potentially active faults include the Sycamore Canyon and Boney Mountain Faults and the L-1 Lineament. The L-1 Lineament is a short potentially active fault located in the southwestern portion of the City in the vicinity of Dos Vientos, about 6 miles southwest of the Specific Plan area.
- Continue to review public or privately owned facilities for compliance with applicable earthquake-related Code provisions.
- Examine the feasibility and financial implications associated with:
  - retrofitting of buildings that are undergoing upgrades/repairs in order to withstand major earthquakes;
  - installation of automatic gas shutoffs in buildings to reduce fire hazards associated with seismic shaking;
- Also, pursue financially feasible opportunities to upgrade water, sewer, and other utilities as appropriate to withstand seismic shaking.
- Require all developers and/or subdividers of a parcel or parcels in an area of known fault hazard to record a Notice of Geologic Hazards with the County Recorder describing the hazards on the parcel and the level of prior geologic investigation conducted.
- Require project modifications, including but not limited to hazard mitigation, project redesign, elimination of building sites, and the delineation of building envelopes, building setbacks and foundation requirements, as deemed necessary, in order to mitigate faulting/seismic hazards.
- Require that special findings be made for all development permits where potentially hazardous conditions exist indicating how public health and safety is to be protected.

## **Geologic Hazards**

### ***Goals***

- Safeguard life, limb, health, property, and the public welfare by establishing minimum requirements for regulating grading and procedures by which such requirements may be enforced (Title 7, Chapter 3, Section 1 of the Municipal Code [M.C. 7-3.01]).
- Provide minimum standards to safeguard life or limb, health, property and the public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, demolition, and maintenance of all buildings and structures within the City and certain equipment specifically regulated therein (M.C. 8-1.02).

### ***Policies and Programs***

#### **Grading/Building Construction**

- Require any alteration, grading, excavation or fill activity to comply with the City Grading Ordinance.
- Require that all construction be in accordance with the most current version of the Uniform Building Code and Title 8, Chapter 1 of the Municipal Code, which incorporates the UBC with specific amendments.
- Perform site-specific geologic and engineering investigations for new developments as specified in the UBC and Municipal Code.
- Prohibit grading or relocation of earth on land having a natural slope greater than 25 percent unless approval is obtained from the Planning Commission or City Council and a grading permit has been obtained from the City Engineer N.C. 7-3.07).
- Continue to regulate grading during the rainy season (November–April) in order to control erosion and protect life and property from damage due to flooding or erosion associated with grading activities.

#### **Liquefaction**

- Conduct soils investigations to evaluate hazards potential for proposed developments in areas of potential liquefaction.
- Require project modifications, including but not limited to project redesign, elimination of building sites, building envelopes and drainage and foundation requirements, as necessary in order to mitigate liquefaction hazards.
- Require the developers and/or subdividers of a parcel or parcels in a Liquefaction Hazard Zone to record a Notice of Geologic Hazards with the County Recorder describing the potential hazards on

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

- Require that special findings be made for all development permits where potentially hazardous conditions exist indicating how public health and safety is to be protected.

#### **Landslides and Debris Flows**

- Require that all development activities provide a setback from potentially unstable areas or from the margins of potential debris flow channels and depositional areas as identified through engineering and geologic studies.
- Require drainage plans designed to direct runoff away from unstable areas.
- Where washouts or landslides have occurred on public or private roads, require that road reconstruction meet the conditions of appropriate geologic and engineering reports and provide for adequate engineering supervision.
- In general, prohibit building sites within the flowline or discharge areas of hillside swales or channels. Building may be able to occur near smaller swales and channels given appropriate mitigation measures.
- In an area of known slope stability or debris flow hazards, require developers and/or subdividers of a parcel or parcels to record a Notice of Geologic Hazards with the County Recorder describing the potential hazards on the parcel and the level of prior geologic investigation conducted.
- Require project modifications, including but not limited to hazard mitigation, project redesign, elimination of building sites and development of building and septic system envelopes, building setbacks and foundation and drainage requirements as necessary in order to mitigate landslide and debris flow hazards.
- Require that special findings be made for all development permits where potentially hazardous conditions exist indicating how public health and safety is to be protected.

#### **Expansive Soils**

- Require the preparation of a preliminary soils report, prepared by a registered civil engineer and based upon adequate test borings, for every subdivision and every individual lot where expansive soils have been identified.
- Prohibit the placement of habitable structures or sewage disposal (leach) systems on or in expansive soils unless suitable mitigation measures are incorporated to prevent the adverse effect of these conditions.
- Require the developers and/or subdividers of a parcel or parcels in an area of known highly expansive soils hazard to record a Notice of Geologic Hazards with the County Recorder describing the potential hazards on the parcel and the level of prior geologic investigation conducted.

- Require project modifications, including but not limited to hazard mitigation, project redesign, elimination of building sites, building envelopes and drainage and foundation requirements as necessary in order to mitigate hazards associated with expansive soils.
- Require that special findings be made for all development permits where potentially hazardous conditions exist indicating how public health and safety is to be protected.

### ***City of Thousand Oaks Municipal Code***

The City's Municipal Code<sup>12</sup> establishes minimum requirements for regulating grading and procedures.

## **ENVIRONMENTAL IMPACTS**

### **Thresholds of Significance**

The following thresholds for determining the significance of impacts related to geotechnical hazards are contained in the environmental checklist form contained in Appendix G of the most recent update of the *State CEQA Guidelines*. A significant impact would occur with full implementation of the proposed Specific Plan if it would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. (Refer to Division of Mines and Geology Special Publication 42.)
  - ii. Strong seismic ground shaking.
  - iii. Seismic-related ground failure, including liquefaction.
  - iv. Landslides.
- Result in substantial soil erosion or the loss of topsoil.
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life and property.
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

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<sup>12</sup> City of Thousand Oaks, Municipal Code, Title 7, Chapter 3 Grading.

## Impact Analysis

|                  |  |
|------------------|--|
| <b>Threshold</b> | <b>Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake fault.</b> |
|------------------|--|

**Impact 4.12-1                      Future development that may result from the adoption of the proposed Specific Plan would not expose people or structures to risks involving the rupture of a known earthquake fault. (Class III)**

Existing and future development within the Specific Plan area would be subject to seismic hazards from movement along several regional faults. Identified active fault zones in region are listed in **Table 4.12-1**. The location of these faults is shown on **Figure 4.12-1**. As these faults are located outside the Specific Plan area, seismic hazards associated with them would be limited to seismic shaking and fault rupture is not a hazard within the Specific Plan area.<sup>13</sup> Existing and future development in the Specific Plan area is subject to the seismic requirements of the CBC and thus would address requirements to meet seismic conditions of each building site. Therefore, future development allowed by the proposed Specific Plan would not expose people or structures to risks involving the rupture of a known earthquake fault, and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

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<sup>13</sup> Rincon Consultants, *Thousand Oaks General Plan*, Safety Element. July 1996.

|                  |  |
|------------------|--|
| <b>Threshold</b> | <b>Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.</b> |
|------------------|--|

**Impact 4.12-2                      Future development that may result from the adoption of the proposed Specific Plan could potentially expose people or structures to risks involving strong seismic ground shaking. However, compliance with the Uniform Building Code would ensure that implementation of the proposed Specific Plan would not substantially harm people or structures. (Class III)**

As noted above, the Specific Plan area is located in an area near earthquake faults and existing and future development within the Specific Plan area is subject to seismic hazards from movement along several regional faults.

Existing and future development within the Specific Plan area would be subject to seismic shaking, and the potential exists for buildings to fail (collapse) during a seismic event. However, development within the Specific Plan area is subject to the Municipal Code.<sup>14</sup> The Municipal Code adopted the CBC as its standard for construction.<sup>15</sup> The CBC<sup>16</sup> has earthquake design requirements that take into account the occupancy category of a structure, site class, soil classifications, and various seismic coefficients, which are used to determine the appropriate Seismic Design Category<sup>17</sup> for a project. Design specifications for the structure are then determined according to the applicable Seismic Design Category, and would ensure that the structure were able to resist seismic shaking likely to occur within the Specific Plan area.

Existing and future development within the Specific Plan area would adhere to the City's general plan,<sup>18</sup> which contains policies intended to mitigate potential geological hazards. Specifically, general plan policies specify that development will be conducted consistent with the City's planning and building permit review process to ensure that existing and proposed structures are adequately designed, and to reduce susceptibility to damage from geologic hazards.

As development within the Specific Plan area would be consistent with requirements listed in the Municipal Code and adhere to the City's general plan, and future development allowed by the proposed

<sup>14</sup> RRM Design Group, *Thousand Oaks Boulevard Specific Plan*, Chapter 1, p 15.

<sup>15</sup> City of Thousand Oaks Municipal Code, Title 8, Chapter 1, Section 1.

<sup>16</sup> California Code of Regulations, Title 24, Part 2, California Building Standards Code, California Building Standards Commission, 2007.

<sup>17</sup> California Building Standards Code, 2007.

<sup>18</sup> Rincon Consultants, *Thousand Oaks General Plan*, Safety Element. July 1996.



Specific Plan would not expose people or structures to risks involving strong seismic ground shaking, this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

|                  |   |
|------------------|---|
| <b>Threshold</b> | <b>Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.</b> |
|------------------|---|

**Impact 4.12-3**      **Future development that may result from the adoption of the proposed Specific Plan could potentially expose people or structures to risks involving seismic-related ground failure, including liquefaction. However, adherence with General Plan policies and compliance with the Municipal Code would ensure that implementation of the proposed Specific Plan would not cause substantial harm to people or structures. (Class III)**

According to the general plan, the Specific Plan area contains soils that have a potential for liquefaction or other types of ground failure due to seismic events. As shown in **Figure 4.12-2**, these soil conditions are located in the far western portion of the Specific Plan area within the vicinity of Moorpark Road.

Existing and future development within the Specific Plan area would adhere to the City's General Plan,<sup>19</sup> which contains policies intended to mitigate potential geological hazards. Specifically, general plan policies specify that development should rely on the City's planning and building permit review process to ensure that existing and proposed structures are adequately designed, and to reduce susceptibility to damage from geologic hazards. In addition, the general plan includes policies specifically related to liquefaction hazards, which include:

- Conduct soils investigations to evaluate hazards potential for proposed developments in areas of potential liquefaction.

<sup>19</sup> Rincon Consultants, *Thousand Oaks General Plan*, Safety Element. July 1996.

- Require project modifications, including but not limited to project redesign, elimination of building sites, building envelopes and drainage and foundation requirements, as necessary in order to mitigate liquefaction hazards.
- Require the developers and/or subdividers of a parcel or parcels in a Liquefaction Hazard Zone to record a Notice of Geologic Hazards with the County Recorder describing the potential hazards on the parcel and the level of prior geologic investigation conducted unless the condition has been mitigated.
- Require that special findings be made for all development permits where potentially hazardous conditions exist indicating how public health and safety is to be protected.

Development within the Specific Plan area is also subject to the Municipal Code.<sup>20</sup> The Municipal Code adopted the CBC as its standard for construction.<sup>21</sup> The CBC contains appropriate design features to mitigate hazardous soil conditions that may exist.

As development within the Specific Plan area would adhere to requirements listed in the General Plan and comply with the Municipal Code, future development allowed by the proposed Specific Plan would not expose people or structures to risks involving seismic-related ground failure, including liquefaction; and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

|                  |   |
|------------------|---|
| <b>Threshold</b> | <b>Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.</b> |
|------------------|---|

**Impact 4.12-4**      **Future development that may result from the adoption of the proposed Specific Plan would not expose people or structures to risks involving landslides. (Class III)**

As shown in **Figure 4.12-3**, the Specific Plan area is not susceptible to landslides. Existing and future development within the Specific Plan area would adhere to the City's General Plan,<sup>22</sup> which contains

<sup>20</sup> RRM Design Group, *Thousand Oaks Boulevard Specific Plan*, Chapter 1, p 15.

<sup>21</sup> City of Thousand Oaks Municipal Code, Title 8, Chapter 1, Section 1.

<sup>22</sup> Rincon Consultants, *Thousand Oaks General Plan*, Safety Element. July 1996.

policies intended to mitigate potential geological hazards. Specifically, General Plan policies specify that development should rely on the City's planning and building permit review process to ensure that existing and proposed structures are adequately designed, and to reduce susceptibility to damage from geologic hazards. In addition, specific policies prohibit construction within seismic and geologic hazards areas, including areas in high landslide risk areas without site-specific slope stability investigations.

Development within the Specific Plan area is also subject to the Municipal Code.<sup>23</sup> The Municipal Code adopted the CBC as its standard for construction.<sup>24</sup> The CBC contains appropriate design features to mitigate hazardous soil conditions that may exist.

As development within the Specific Plan area would adhere to requirements listed in the General Plan and comply with the Municipal Code, future development allowed by the proposed Specific Plan would not expose people or structures to risks involving landslides, and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

| Threshold            | Result in substantial soil erosion or the loss of topsoil.  |
|----------------------|---|
| <b>Impact 4.12-5</b> | <b>Future development that may result from the adoption of the proposed Specific Plan could result in soil erosion or the loss of topsoil. However, implementation of Stormwater Pollution Prevention Plans for future individual development projects within the Specific Plan area would ensure that development would not result in substantial soil erosion or the loss of topsoil. (Class III)</b> |

Soil erosion can be caused by natural occurrences such as wildfires, landslides, and stormwater runoff. In addition, vegetation removal, grading for construction, improper agricultural or grazing practices, and off-road vehicle traffic are major causes of erosion. The majority of the Specific Plan area is developed with urban uses, is relatively flat, and is not susceptible to erosion. Regardless, projects that include

<sup>23</sup> RRM Design Group, *Thousand Oaks Boulevard Specific Plan*, Chapter 1, p 15.

<sup>24</sup> City of Thousand Oaks Municipal Code, Title 8, Chapter 1, Article 1.

grading, earth moving, excavating, or other construction activities would loosen soils within a construction site. This would make the soils more prone to erosion by wind or by stormwater runoff. Grading activities for subsequent projects under the proposed Specific Plan are expected for foundations, building pads, access roads, and utility trenches. All of these activities increase the potential for soil erosion.

For projects over 1 acre in size, a General Permit for Discharges of Storm Water Associated with Construction Activity (General Construction Permit) is required by the RWQCB, as part of NPDES. The permit requires the project applicant to prepare and submit an SWPPP to be administered to control erosion and the discharge of other pollutants into the storm water system during construction of the project. The SWPPP must list BMPs that the project applicant will use to protect storm water runoff. The SWPPP would ensure that erosion during the construction phase of projects is minimized.

Due to the developed urban nature of the Specific Plan area and erosion control requirements as part of the NPDES permit, future development allowed by the proposed Specific Plan would not result in soil erosion or the loss of topsoil, and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

|                  |  |
|------------------|--|
| <b>Threshold</b> | <b>Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.</b> |
| <b>Threshold</b> | <b>Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life and property.</b>  |

**Impact 4.12-6** Future development that may result from the adoption of the proposed Specific Plan could be located on unstable or expansive soil. However, adherence with General Plan policies and compliance with the Municipal Code would ensure that development would not be located on unstable or expansive soil. (Class III)

Large-scale regional subsidence has not occurred in the City or the Specific Plan area. Because of the limited amount of ground water currently being extracted from the basin, the likelihood of significant subsidence occurring in the Specific Plan area is considered minimal. The subsidence characteristics of soils can vary widely within short distances, depending on the subsurface soil conditions.

According to the general plan, the Specific Plan area is located in an area with soil conditions that have a potential for liquefaction or other type of ground failure due to seismic events. As shown in **Figure 4.12-2**, these soil conditions are located in the far western portion of the Specific Plan area within the vicinity of Moorpark Road. As shown in **Figure 4.12-3**, the Specific Plan area is not susceptible to landslides.

The potential for expansive soils exists in the City of Thousand Oaks. The shrink-swell characteristics of soils can vary widely within short distances, depending on the relative amount and type of clay. Detailed geologic studies are required prior to development to evaluate the potential for expansive soils. If a site is found to have expansive soils, this can usually be mitigated through proper foundation design, and the City's Building Code contains provisions to require this step.

Existing and future development within the Specific Plan area would adhere to the City's General Plan,<sup>25</sup> which contains policies intended to mitigate potential geological hazards. Specifically, General Plan policies specify that development should rely on the City's planning and building permit review process to ensure that existing and proposed structures are adequately designed. In addition, specific policies prohibit construction within seismic and geologic hazards areas, including areas in high landslide risk areas without site-specific slope stability investigations.

Development within the Specific Plan area is also subject to the Thousand Oaks Municipal Code.<sup>26</sup> The Municipal Code adopted the CBC as its standard for construction.<sup>27</sup> The CBC contains appropriate design features to mitigate hazardous soil conditions that may exist.

As development within the Specific Plan area would adhere to requirements listed in the General Plan and comply with the Municipal Code, future development allowed by the proposed Specific Plan would not be located on unstable soil, or adversely affected by expansive soil, and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

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<sup>25</sup> Rincon Consultants, *Thousand Oaks General Plan*, Safety Element. July 1996.

<sup>26</sup> RRM Design Group, *Thousand Oaks Boulevard Specific Plan*, Chapter 1, p 15.

<sup>27</sup> City of Thousand Oaks Municipal Code, Title 8, Chapter 1, Section 1.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

Another threshold of significance identified in the *State CEQA Guidelines* and listed in the **Thresholds of Significance** subsection above, relating to soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater is not applicable. Future development allowed by the proposed Specific Plan would not utilize septic tanks or alternative wastewater disposal systems.

### **CUMULATIVE IMPACTS**

Development of pending and approved projects in the greater Thousand Oaks area would increase development in the region. Future development under the proposed Specific Plan and the City's General Plan would result in additional residents and structures that could be placed at risk. Such development would alter landforms in the City and would expose new residents and property to seismic hazards that exist in the area. This represents a potentially significant cumulative impact. The proposed Specific Plan would incrementally contribute to these cumulative impacts. However, grading and seismic safety issues are governed by existing standards and regulations designed to protect life and property. Given that all individual projects would be required to adhere to seismic standards contained in the Municipal Code, the contribution of the proposed Specific Plan to this impact would not be cumulatively considerable.

## 4.13 HYDROLOGY AND WATER QUALITY

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### **INTRODUCTION**

*This section describes the existing surface water and groundwater features within the Thousand Oaks Boulevard Specific Plan (Specific Plan). This section also addresses potential issues associated with storm drainage and flooding, stormwater quality, and groundwater quality (as impacted by stormwater).*

### **ENVIRONMENTAL SETTING**

#### **Existing Conditions**

##### *Hydrology and Drainage*

A majority of the City of Thousand Oaks is located within the Calleguas Creek watershed, which drains an area of approximately 343 square miles located predominantly in southern Ventura County and outlets into the Pacific Ocean at Mugu Lagoon. The watersheds include Arroyo Conejo, Conejo Creek, Arroyo Santa Rosa, Arroyo Simi, Arroyo Las Posas, and Calleguas Creek, as well as Revolon Slough and Mugu Lagoon. The Santa Susana Mountains, South Mountain, and Oak Ridge Mountain form the northern boundary of the watershed. The Simi Hills and Santa Monica Mountains distinguish the southern boundary.

The major drainage course through the City of Thousand Oaks is the Arroyo Conejo, which drains an area of about 45 square miles within the City and adjacent unincorporated areas. The Arroyo Conejo watershed is defined by the Santa Monica Mountains to the south and the Simi Hills to the north and east, and drains from the eastern and southeastern limits of the watershed, westerly through the Santa Rosa Valley. Flows then proceed to Conejo Creek and then to Calleguas Creek through the Oxnard Plain and into the Pacific Ocean. Major tributaries of the Arroyo Conejo include Olsen Channel, North Fork Arroyo Conejo, South Branch Arroyo Conejo, and Lang Creek. Lang Creek (underground box culvert) flows adjacent to the Specific Plan area just east and west of Moorpark Road. Major drainage features that flow through the Specific Plan area include the Lang Creek Drain, Thousand Oaks North Drain, Erbes Road Drain, and Los Robles Drain.

Within the Specific Plan area, the existing surface conditions consist mainly of impervious materials that contribute to runoff. The collection system in place consists of catch basins that drain to a network of pipes, box culverts, and lined ditches that carry storm water into natural drainage paths. The main drainage line is the Arroyo Conejo which consists of a reinforced concrete box channel that traverses the length of the proposed Specific Plan area from east to west, alternately north and south of

Thousand Oaks Boulevard. Collector lines serving existing development within the Specific Plan area drain to the Arroyo Conejo and these lines consist of reinforced concrete pipes that are generally 84 to 54 inches in diameter. Ultimately, storm runoff is released into the Arroyo Conejo or one of its tributaries at a multitude of discharge points between the eastern and western ends of the Specific Plan area.

The City has identified portions of its storm drain network that will require future upgrades. These localized deficiencies within the storm drain system of the Specific Plan area include undersized pipes, pipes installed with insufficient slope, pipes installed before 1966, and areas with maintenance problems. **Figure 4.13-1, Storm Drain Network Deficiencies**, shows the storm drain network within the Specific Plan area and deficiencies identified within the storm drain system.

### *Groundwater*

The Conejo Valley Groundwater Basin has very few active water wells. Groundwater levels in the Conejo Valley Basin fluctuate considerably as it is highly dependent on rainfall. Much of the basin has ground water levels within about 10 to 20 feet from ground surface.<sup>1</sup> Groundwater is not a major source of water for the City which only extracts groundwater for use as median irrigation on Hillcrest Avenue and golf course irrigation at the Los Robles Golf Course.<sup>2</sup>

### *Flooding*

The size and frequency of a flood depends on a complex combination of conditions, including the amount, intensity and distribution of rainfall, previous moisture conditions and drainage patterns. The magnitude of a flood is measured in terms of its peak discharge, which is the maximum rate that a volume of water attains passing a point along a channel.

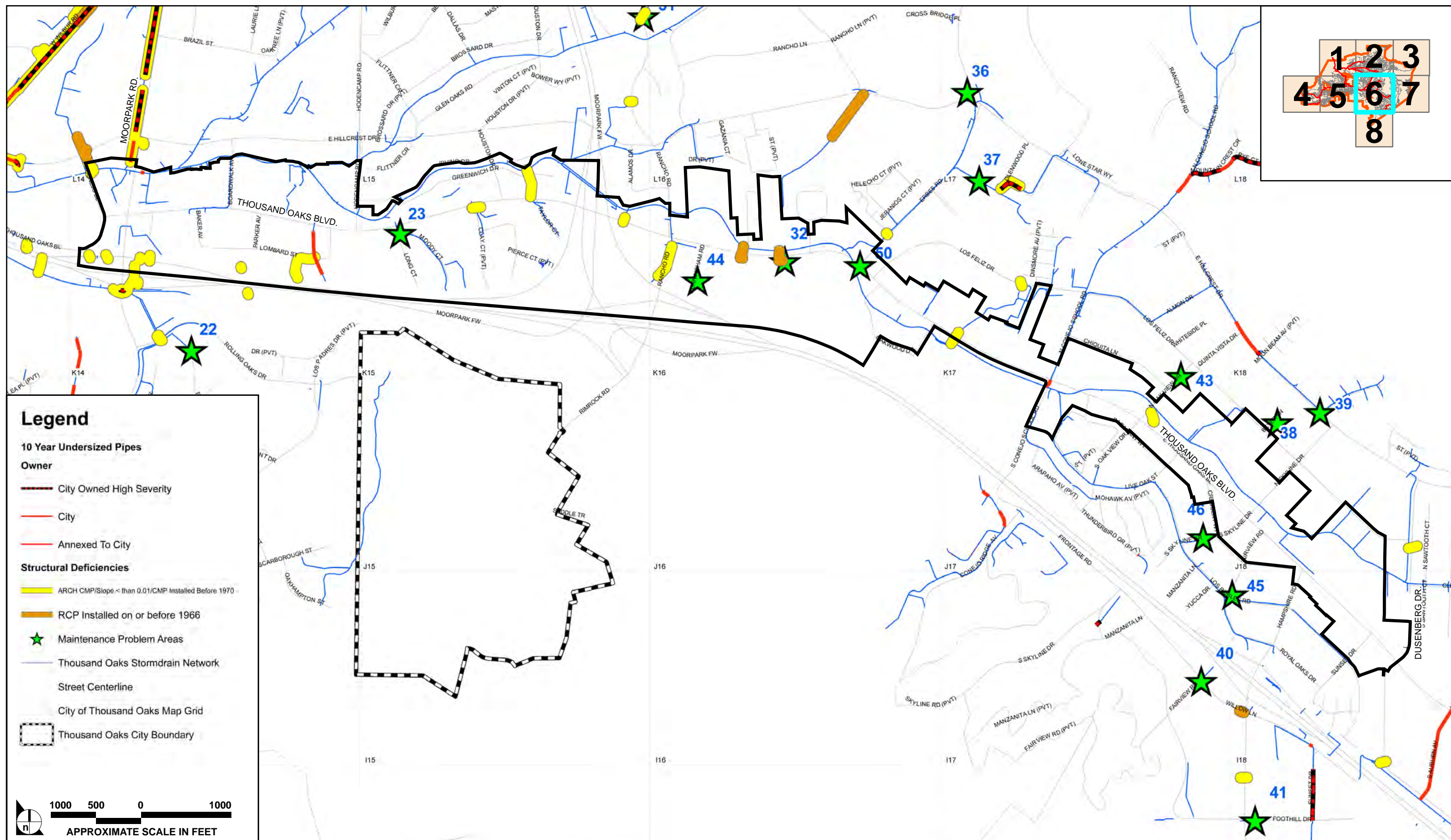
Flood hazard areas of the City have been delineated by the Federal Emergency Management Agency (FEMA) and the National Flood Insurance Program and are subject to periodic inundation from flooding which can result in destruction of property, loss of life, health and safety hazards, and disruption of commerce and governmental services. Encroachment onto floodplains by artificial fills and structures reduces the capacity of the floodplain and increases the height of floodwater upstream of the obstructions. As shown in **Figure 4.13-2, Flood Hazard Areas**, locations subject to flood hazards are located along the Arroyo Conejo and associated tributaries in the western portion of the Specific Plan area, primarily north of Thousand Oaks Boulevard between Hodencamp Road and Boardwalk Avenue.

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<sup>1</sup> City of Thousand Oaks, *Hazard Mitigation Plan*, September 2004.

<sup>2</sup> Ventura County Watershed Protection District, *2009 Groundwater Section Annual Report*, 2009.



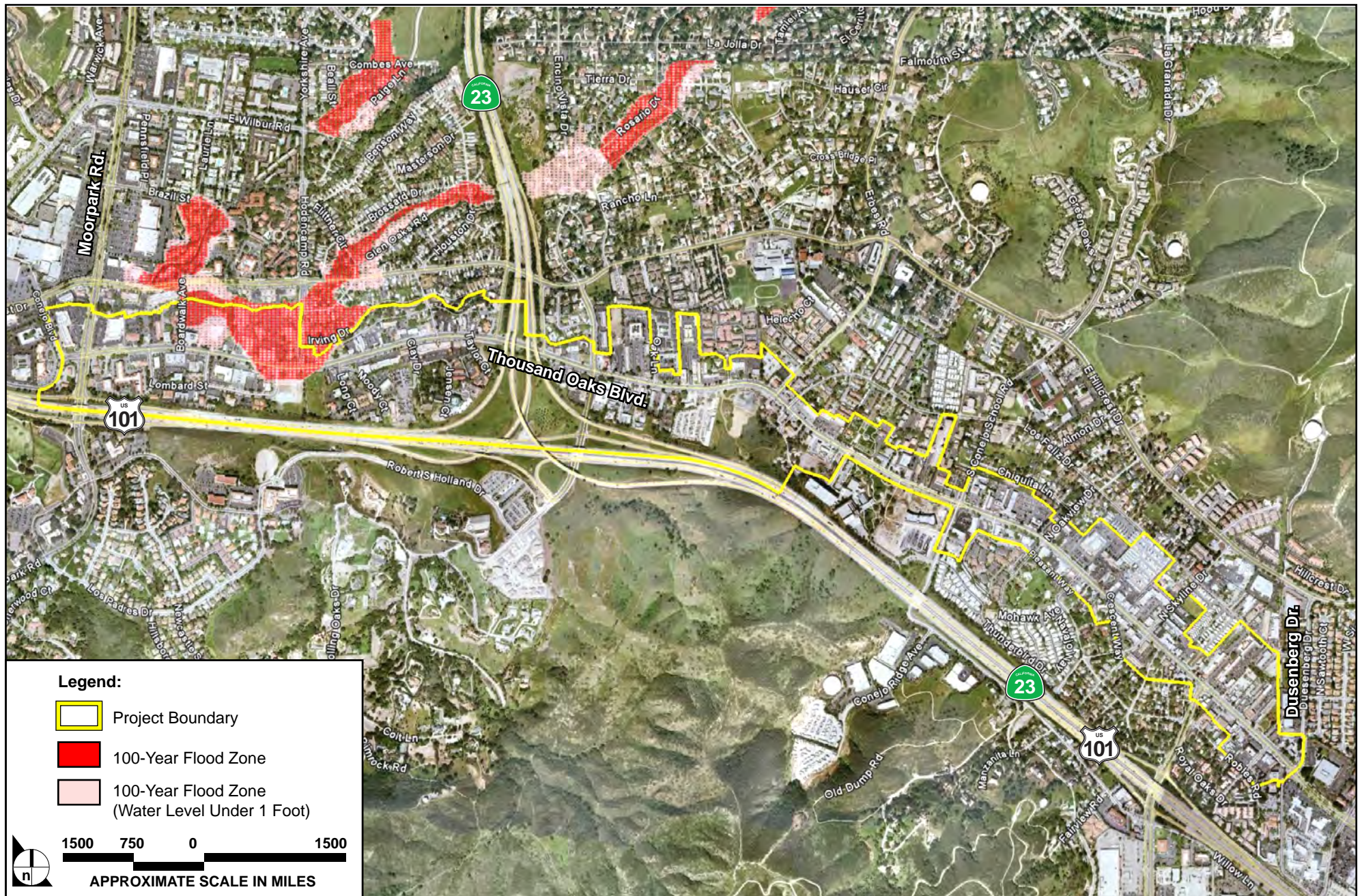


SOURCE: City of Thousand Oaks – October 2006

FIGURE 4.13-1

Storm Drain Network and Deficiencies





SOURCE: Google Earth – March 2005, FEMA National Flood Hazard Layer – 2010, Impact Sciences, Inc. – April 2010

FIGURE 4.13-2

Flood Hazard Areas



## REGULATORY FRAMEWORK

### Federal

#### *Clean Water Act*

The Clean Water Act<sup>3</sup> (CWA) was intended to restore and maintain the chemical, physical, and biological integrity of the nation's waters. The CWA also directs states to establish water quality standards for all waters of the U.S. and to review and update such standards on a triennial basis. CWA Section 208, which authorizes the preparation of waste treatment management plans, and Section 319, which mandates specific actions for the control of pollution from non-point sources, relate to basin planning. The U.S. Environmental Protection Agency (U.S. EPA) has delegated responsibility for implementation of portions of the CWA to the State Water Resource Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCBs), including water quality control planning and control programs, such as the National Pollution Discharge Elimination System (NPDES) program.

The CWA requires states to adopt water quality standards for all surface waters of the United States. The CWA requires the U.S. EPA to publish water quality criteria that accurately reflect the latest scientific knowledge on the kind and extent of all effects on health and welfare that may be expected from the presence of pollutants in water. Where multiple uses exist, water quality standards must protect the most sensitive use. Water quality standards are typically numeric, although narrative criteria based upon bio-monitoring methods may be employed where numerical standards cannot be established or where they are needed to supplement numerical standards. The CWA<sup>4</sup> requires states to adopt numerical water quality standards for toxic pollutants for which the U.S. EPA has published water quality criteria, and which reasonably could be expected to interfere with designated beneficial uses in a water body.

Under the federal Clean Water Act, the U.S. EPA regulates discharges of storm water to waters of the United States that are associated with construction activity. This is accomplished under its NPDES permitting system that allows dischargers to elect to be covered under a general permit adopted by regulatory agencies such as the SWRCB in states such as California that have been delegated authority to implement the NPDES permit program. In addition to NPDES general permits for construction activity, general permits have been developed by the U.S. EPA and, in California, by the various RWQCBs to regulate storm water discharges from municipal separate storm sewer systems (MS4s). These are basically discharges from storm water collection and conveyance systems that are maintained and operated by various city, county, or other local government agencies. General NPDES permits for

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<sup>3</sup> U.S. Code, Title 42, Sec. 1251, The Clean Water Act.

<sup>4</sup> U.S. Code, Title 42, The Clean Water Act, Section 303(c)(2)(b).

construction and MS4 discharges are issued concurrently as Waste Discharge Requirements under the California Porter-Cologne Water Act.

Construction activity disturbing more than 1 acre of land is currently subject to an NPDES General Permit issued under Water Quality Order No. 99-08-DWQ. Permittees enrolled under this permit are required to file a notice of intent with the RWQCB, develop, and implement a storm water pollution prevention plan (SWPPP) which includes best management practices (BMPs) and seasonal monitoring of storm water discharges and to submit annual reports until construction is completed. The intent is to minimize erosion and sediment runoff as well as to prohibit the discharge of any pollutants in storm water runoff through the use of BMPs. Upon completion of construction, the general permits are cancelled by filing a notice of termination.

On August 22, 1994, the Los Angeles RWQCB issued its initial MS4 permit (the Ventura County MS4) permit for discharges within Ventura County. The permittees subject to the Ventura County MS4 permit were the Ventura County Watershed Protection District (VCWPD) the County of Ventura and the incorporated cities of Ventura County. This permit was renewed thereafter in July 2000 and again, most recently, in May 2009. The Technical Guidance Manual, which establishes stormwater quality control measures associated with the latest permit, is in draft form and is currently undergoing review by the Los Angeles RWQCB. However, one of the provisions of the new MS4 Technical Guidance Manual is that Specific Plans that were filed and accepted as complete for processing prior to August 24, 2010 (such as the Thousand Oaks Boulevard Specific Plan) will remain subject to the prior regulations in effect in 2002. The previously adopted permit required the VCWPD, the County and other permittees to develop and implement a comprehensive storm water pollution control program to reduce the discharge of pollutants in storm water to the maximum extent practicable and to ensure its discharges to waters of the United States meet applicable water quality standards. Among the special provisions in the Ventura County MS4 are limits on planning and land development programs intended to encourage low impact development and minimize off-site runoff from rain events. The permittees were directed to require persons operating industrial and commercial facilities and undertaking planning and land development programs within each permittee's jurisdiction to include measures in their construction and post-construction operation to lessen the water quality impacts of their project including minimizing runoff through on-site detention and treatment.

Each permittee required all new development and redevelopment projects to implement post-construction storm water treatment BMPs and control measures to mitigate storm water pollution by the following criteria:

Projects disturbing land areas less than 50 acres

- Volumetric Treatment Control BMP
  - The 85<sup>th</sup> percentile 24-hour runoff event determined as the maximized capture storm water volume for the area using a 48 to 72-hour draw down time, from the formula recommended in *Urban Runoff Quality Management*, *WEF Manual of Practice No. 23/ASCE Manual of Practice No. 87*, (1998); or
  - The volume of annual runoff based on unit basin storage water quality volume, to achieve 80 percent or more volume treatment by the method recommended in the Ventura County Technical Guidance Manual for Storm Water Quality Control Measures (July 2002 and its revisions); or
  - The volume of runoff produced from a 0.75 inch storm event, prior to its discharge to a storm water conveyance system; and/or
- Flow Based Treatment Control BMP
  - The flow of runoff produced from a rain event equal to at least 0.2 inch per hour intensity; or
  - The flow of runoff produced from a rain event equal to at least 2 times the 85<sup>th</sup> percentile hourly rainfall intensity as determined from local rainfall records; or
  - 8 percent of the 50-year storm design flow rate as determined from the method recommended in the Ventura County Technical Guidance Manual for Storm Water Quality Control Measures (July 2002 and its revisions)

Projects disturbing land areas of 50 acres or greater

- 80 percent of the average runoff volume using an appropriate public domain continuous flow model (such as Storm Water Management Model (SWMM) or Hydrologic Engineering Center – Hydrologic Simulation Program – Fortran (HEC-HSPF), using the local rainfall record and relevant BMP performance data.

## State

### *California Water Code*

All construction projects resulting in discharges to waters of the state are subject to the California Water Code<sup>5</sup> and are required to obtain Waste Discharge Requirements (WDRs) from the RWQCB. Land- and groundwater-related WDRs (i.e., non-NPDES WDRs) regulate discharges of process and wash-down wastewater and privately or publicly treated domestic wastewater. WDRs for direct discharges to waters of the United States also serve as NPDES permits.<sup>6</sup>

Prior to the issuance of any construction/grading permit—and/or the commencement of any clearing, grading, or excavation—owners of projects with construction activities that require a grading permit shall prepare and submit an SWPPP for review by and the approval of the City Engineer. The purpose of the SWPPP is to identify potential pollutant sources that may affect the quality of discharges and to design the use and placement of BMPs to effectively prohibit the entry of pollutants from the construction site into the storm drain system during construction. Erosion and sediment source control BMPs should be considered for both active and inactive (previously disturbed) construction areas. BMPs for wind erosion and dust control are also included. The SWPPP may require modification as the proposed project progresses and as evolving conditions warrant. The SWPPP shall be developed and implemented in accordance with the Ventura Countywide Stormwater Quality Management Program, NPDES Permit No. CAS004002, and any other requirements established by the City.

The SWRCB has adopted a general permit (Construction General Permit No. 99-08-DWQ) as a combined NPDES permit and WDR for construction projects that disturb 1 acre or more. The general permit requires development and implementation of a SWPPP that identifies BMPs to mitigate stormwater discharge.

### *Porter-Cologne Water Quality Control Act*

The Porter-Cologne Water Quality Control Act<sup>7</sup> authorizes the SWRCB to adopt, review, and revise RWQCB water quality plans for all waters of the state (including both surface water and groundwater), and directs the RWQCB to develop regional basin plans. The California Water Code<sup>8</sup> also authorizes the SWRCB to adopt water quality plans and policies on its own initiative.

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<sup>5</sup> California Water Code, et seq.

<sup>6</sup> Ibid., Sec. 13263

<sup>7</sup> Ibid., Division 7, Section 13000.

<sup>8</sup> Ibid., et seq.

### ***State Water Quality Control Board***

Responsibility for the protection of surface and groundwater quality in California rests with the SWRCB and nine RWQCBs. The City of Thousand Oaks lies within the jurisdiction of the Los Angeles RWQCB. The SWRCB establishes statewide policies and regulations for the implementation of water quality control programs mandated by federal and state water quality statutes and regulations. The RWQCBs develop and implement water quality control plans (basin plans) that consider regional beneficial uses, water quality characteristics, and water quality problems. The Los Angeles RWQCB Basin Plan also provides strategies and implementation plans for the control of point source and nonpoint source pollutants, the remediation of pollution, and the monitoring and assessment of a region's waters. The basin plan implements a number of state and federal laws, the most important of which are the state Porter-Cologne Water Quality Control Act and the federal Clean Water Act. The City of Thousand Oaks is responsible for assuring that new developments are in compliance with the goals and policies contained in the Los Angeles RWQCB Basin Plan.

Implementation of regulations related to surface water is accomplished through the issuance of NPDES permits, which are issued by the RWQCB for all point sources, including municipal separate storm sewer systems (MS4s), storm drains, and construction sites. The RWQCB establishes requirements prescribing the discharge limits and establishes water quality objectives through the Ventura County Stormwater Quality Management Plan,<sup>9</sup> pursuant to the Ventura County Municipal Stormwater NPDES Permit. The Stormwater Quality Urban Impact Mitigation Plan (SQUIMP),<sup>10</sup> which is part of the NPDES permit, addresses specific stormwater pollution requirements for new developments. The City is responsible for assuring that new developments are in compliance with the SQUIMP.

### **Local**

#### ***Ventura County Watershed Protection District***

The Ventura County Watershed Protection District (previously known as the Ventura County Flood Control District) was formed, in part, to provide for the control and conservation of flood and storm waters and for the protection of watercourses, watersheds, public highways, life, and property in the district from damage or destruction caused by floodwaters. The goals of the district include:

- comprehensive, long-range watershed planning
- collaboration with watershed stakeholders

<sup>9</sup> Regional Water Quality Control Board, Los Angeles Region, *Ventura County Stormwater Quality Management Plan*, 2001.

<sup>10</sup> Ventura Countywide Stormwater Quality Urban Impact Mitigation Plan, [http://www.vcstormwater.org/documents/programs\\_planninglanddevelopment/squimp.pdf](http://www.vcstormwater.org/documents/programs_planninglanddevelopment/squimp.pdf).

- administration of adopted regulations, policies, and resolutions
- responsible and accountable use of public resources
- excellence in public service

The VCWPD provides flood control services not readily performed by local agencies or landowners.

#### **Ventura County Stormwater Quality Management Plan**

The Ventura County Stormwater Quality Management Plan<sup>11</sup> defines the requirements of the general NPDES permit/WDR (No. CAS004002) issued by the RWQCB for stormwater discharges from the MS4 within Ventura County, including the County, VCWPD, and incorporated cities (Ventura MS4 permit), pursuant to Division 7 of the California Water Code. Included in the Ventura MS4 permit is the NPDES permit coverage and provisions, institutional arrangements, program structure, monitoring and reporting, fiscal resources, and legal authority. The Ventura County Stormwater Quality Management Plan addresses specific stormwater pollution requirements for new developments. The City is responsible for ensuring that new developments are in compliance with the Ventura County Stormwater Quality Management Plan.

#### **Ventura County Water Management Plan**

The Ventura County Water Management Plan<sup>12</sup> addresses water supply sources including groundwater, surface, imported, and reclaimed water, as well as alternative resources. This plan includes demand management programs and discusses the County's water quality issues. The plan is part of an ongoing County effort to maintain and improve the management and quality of County water resources. It contains recommendations for water quality programs that address abandoned water wells, seawater intrusion, individual septic tanks, urban stormwater runoff, agricultural runoff, and other water quality issues of priority as identified by the County. The City is responsible for assuring that new developments are in compliance with the goals and policies contained in the Ventura County Water Management Plan.

#### **Watersheds Coalition Authority of Ventura County IRWMP 2006**

The Watersheds Coalition Authority of Ventura County's (WCVC) 2006 Integrated Regional Water Management Plan<sup>13</sup> (IRWMP) addresses proposed implementation projects for the near-term and

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<sup>11</sup> Regional Water Quality Control Board, Los Angeles Region, *Ventura County Stormwater Quality Management Plan*, 2001.

<sup>12</sup> Ventura County Resource Management Agency, *Ventura County Water Management Plan*, 1994.

<sup>13</sup> Watersheds Coalition of Ventura County, "Integrated Regional Water Management Plan," [http://portal.countyofventura.org/portal/page?\\_pageid=821,1556494&\\_dad=portal&\\_schema=PORTAL](http://portal.countyofventura.org/portal/page?_pageid=821,1556494&_dad=portal&_schema=PORTAL). 2008.



long-term future, which will address the plan's watershed management objectives and strategies and help meet statewide and regional priorities. The City of Thousand Oaks is responsible for assuring that new developments are in compliance with the goals and policies contained in the Ventura County IRWMP.

### **Municipal Stormwater Permit**

Ventura County is subject to the current MS4 general NPDES Permit/WDR (No. CAS004002) for stormwater discharges and urban runoff,<sup>14</sup> the City of Thousand Oaks is a co-permittee. As part of the permit application, the Countywide Stormwater Quality Management Plan (SQMP) was prepared to describe in detail all activities subject to regulation, management measures, schedules for implementation of measures, and specific standards against which success is measured within Ventura County. As part of the project approval process, the City of Thousand Oaks reviews the proposed plans for compliance with the SQUIMP. This includes redevelopment, a special class of project defined by SQUIMP.

### ***City of Thousand Oaks***

#### **City of Thousand Oaks General Plan**

The *City of Thousand Oaks General Plan* Safety Element contains the following goals, policies, and programs that are associated with flooding and drainage hazards where they may exist Citywide, including within the Specific Plan Area:

#### ***Goal***

- Promote the public safety, health and general welfare and to minimize public and private losses due to flood conditions in specific areas.
- Minimize the risk of loss of life, injury, damage to property, and economic and social dislocations, resulting from inundation by dam failure, or the disruption of domestic water supply.

#### ***Policies and Programs***

1. Restrict or prohibit uses which are dangerous to health, safety and property due to water or erosion hazards, or which result in damage or increases in erosion or flood heights or velocities.
2. Require that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction.

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<sup>14</sup> Ventura Countywide Stormwater Quality Urban Impact Mitigation Plan, [http://www.vcstormwater.org/documents/programs\\_planninglanddevelopment/squimp.pdf](http://www.vcstormwater.org/documents/programs_planninglanddevelopment/squimp.pdf), 2001.

3. Control the alteration of natural floodplains, stream channels and natural protective barriers which help accommodate or channel floodwaters.
4. Control filling, grading, dredging, and other development which may increase flood damage.
5. Prevent or regulate the construction of barriers which will unnaturally divert floodwaters or which may increase flood hazards in other areas.
6. Locate structures and additions outside of the 100-year floodplain unless such facilities are necessary to serve existing uses and construction of these structures will not increase the hazard to life or property within or adjacent to the floodplain. Location within the floodplain shall be governed by the County Flood Plain Ordinance and Title 4, Chapter 7 of the Thousand Oaks Municipal Code and shall require certification by a registered professional demonstrating that encroachments shall not result in any increase in flood levels during the occurrence of the 100-year flood.
7. Avoid development of new critical facilities within 100-year flood plain areas and dam inundation areas.
8. Comply with provisions of the Master Plan of Drainage for all new development within the City. The City shall update this document as necessary.
9. Implement drainage improvements recommended in the Master Plan of Drainage and follow-up 10-Year Deficiency Study.
10. Construct dams according to high seismic design standards of the Dam Safety Act and as specified by engineering studies.
11. Design and implement a flood warning system for residents living in designated floodplains and dam inundation areas. Special precautions should be taken for critical facilities within these areas [e.g., Westlake Elementary School (dam inundation area), Newbury Park High School and Manzanita Elementary School (100-year flood area)].
12. Update the City's Emergency Operations Plan (Multi-Hazard Function Plan) periodically to incorporate emergency preparedness procedures.
13. Require the developers and/or subdividers of a parcel or parcels in an area of known flood hazards to record a Notice of Geologic Hazards with the County Recorder describing the hazards on the parcel or parcels and the level of prior hydrologic or geologic investigation conducted.
14. Require project modifications, including but not limited to: hazard mitigation, project redesign, building elimination, development of building and septic system envelopes, and special foundation requirements as deemed necessary in order to mitigate potential flood hazards.
15. Require that special findings be made for all development permits where potentially hazardous conditions exist indicating how public health and safety is to be protected.

The *City of Thousand Oaks General Plan* Conservation Element contains the following policies that are associated with hydrology within the Specific Plan area:

- CO-10 Streams and creeks should be preserved as open space and maintained in as natural a state as possible to protect the City's and other downstream communities' water quality, wildlife diversity, native vegetation, and aesthetic value. This will contribute to the regional effort to improve the quality of Calleguas Creek, Malibu Creek, and Mugu Lagoon.
- CO-11 Degraded sections of streams and creeks should be restored or enhanced as opportunities arise and financial resources become available
- CO-13 Use of concrete for flood control improvements in natural drainage courses should occur only when no reasonable alternatives can be found that would maintain natural hydrological and ecological functions.
- CO-14 Protect remaining floodplains in order to help retain stormwater runoff from tributary watersheds and reduce the potential for periodic flooding within downstream reaches of the Arroyo Conejo and Calleguas Creek.
- CO-15 Every effort shall be made to design and construct stormwater retention and debris basins to minimize any potentially adverse impacts to significant landform features, aquatic resources, and associated native plant and animal communities.

#### City of Thousand Oaks Municipal Code

The *Thousand Oaks Municipal Code*<sup>15</sup> contains regulations designed to minimize the risk of loss of life, injury, damage to property, and economic and social dislocations resulting from inundation by dam failure. In addition, the *Municipal Code*<sup>16</sup> establishes local regulations to prohibit certain acts and non-stormwater discharges into the storm drain system and watercourses, and to require implementation of BMPs, by property owners or those in possession of any land within the City, in order to reduce the discharge of pollutants in stormwater to the maximum extent practicable. Any development within the Specific Plan area would be required to comply with the Municipal Code.

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<sup>15</sup> City of Thousand Oaks, *Municipal Code*, Title 4, Chapter 7 Flood Damage Prevention.

<sup>16</sup> City of Thousand Oaks, *Municipal Code*, Title 7, Chapter 8 Stormwater Discharges and Stormwater Quality Management.

## ENVIRONMENTAL IMPACTS

### Thresholds of Significance

The following thresholds for determining the significance of impacts related to hydrology and water quality are contained in the environmental checklist form contained in Appendix G of the most recent update of the *California Environmental Quality Act (CEQA) Guidelines*. A significant impact would occur if the proposed Specific Plan would:

- Violate any water quality standards or waste discharge requirements.
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted).
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site.
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site.
- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
- Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (this threshold is from Appendix G, Utilities and Service Systems).
- Otherwise substantially degrade water quality.
- Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.
- Place within a 100-year flood hazard area structures which would impede or redirect flood flows.
- Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam).
- Inundation by seiche, tsunami, or mudflow.

### Methodology

The analysis considered hydrologic conditions within the Specific Plan area and applicable regulations and guidelines. Consideration was given to creation of new impervious surface area, erosion associated

with future development related to construction activities, storm drain infrastructure, and flooding. It should be noted that this section does not discuss water supplies and the ability of the City to provide water to future development. The reader is referred to **Section 4.7, Water Supply**, of this environmental impact report (EIR) for a discussion of water supply issues.

### Impact Analysis

|           |  |
|-----------|--|
| Threshold | Violate any water quality standards or waste discharge requirements. |
| Threshold | Otherwise substantially degrade water quality.                       |

**Impact 4.13-1**      **Construction of future development that may result from the adoption of the proposed Specific Plan could result in adverse impacts to groundwater and/or surface water quality, thereby conflicting with water quality requirements. However, compliance with the NPDES permit and SQUIMP would ensure that the proposed Specific Plan would not cause an adverse effect on the environment. (Class III)**

Construction has the potential to cause conditions that would increase erosion or contribute other pollutants to the stormwater discharge originating from the Specific Plan area. Development within the Specific Plan area would be required to comply with the current MS4 general NPDES Permit for stormwater discharges and urban runoff which requires on-site retention and treatment of runoff. The SQUIMP, which is part of the NPDES permit, addresses specific stormwater pollution requirements for new developments, and defines strategies and guidelines for protection of water quality and reduction of pollutant discharges to the Maximum Extent Practicable (MEP) from all areas and facilities within the City. As part of the project approval process, the City of Thousand Oaks reviews the proposed plans for compliance with the SQUIMP.

In addition, prior to the issuance of any construction/grading permit—and/or the commencement of any clearing, grading, or excavation—owners of projects with construction activities that require a grading permit shall prepare and submit an SWPPP for review by and the approval of the City Engineer. The purpose of the SWPPP is to identify potential pollutant sources that may affect the quality of discharges and to design the use and placement of BMPs to effectively prohibit the entry of pollutants from the construction site into the storm drain system during construction. Erosion and sediment source control BMPs should be considered for both active and inactive (previously disturbed) construction areas. BMPs for wind erosion and dust control are also included.

Compliance with the City's SQUIMP and submittal of a SWPPP would ensure that development under the proposed Specific Plan would not violate any water quality standards or waste discharge requirements during and after construction. Therefore, future development that may result from the adoption of the proposed Specific Plan would not result in adverse impacts to groundwater and/or surface water quality, and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

**Impact 4.13.2                    Operation of future development that may result from the adoption of the proposed Specific Plan could result in adverse impacts to groundwater and/or surface water quality, thereby conflicting with water quality requirements. However, compliance with the NPDES permit and SQUIMP would ensure that the proposed Specific Plan would not cause an adverse effect on the environment.**

Additional development pursued within the Specific Plan area may introduce additional impervious surfaces which have the ability to carry polluted runoff. Redevelopment of existing built sites will likely result in negligible increases in impervious surface area, while development of vacant or underutilized parcels has the potential to create a more marked increase.

The proposed Specific Plan encourages the use of on-site private storm water detention and environmentally friendly paving products that allow storm water to be reintroduced into the soil prior to traveling through a storm drain system. Infiltration techniques serve to reduce surface runoff and improve water quality by filtering pollutants and sediments.

The *Municipal Code*<sup>17</sup> establishes regulations to prohibit certain acts and non-stormwater discharges into the storm drain system and watercourses, and to require implementation of BMPs, by property owners or those in possession of any land within the City, in order to reduce the discharge of pollutants in stormwater to the maximum extent practicable. Development within the Specific Plan area would be required to comply with the Municipal Code.

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<sup>17</sup> City of Thousand Oaks, *Municipal Code*, Title 4, Chapter 7 Flood Damage Prevention.

Development within the Specific Plan area would be required to comply with the proposed MS4 general NPDES Permit for stormwater discharges and urban runoff which requires on-site detention and treatment of stormwater. The SQUIMP, which is part of the NPDES permit, addresses specific stormwater pollution requirements for new developments, and defines strategies and guidelines for protection of water quality and reduction of pollutant discharges to the MEP from all areas and facilities within the City. As part of the project approval process, the City of Thousand Oaks reviews the proposed plans for compliance with the SQUIMP.

Compliance with the City's Municipal Code and SQUIMP would ensure that development anticipated by the proposed Specific Plan would not violate water quality standards or waste discharge requirements during operation. As a result, future development that may result from the adoption of the proposed Specific Plan would not result in adverse impacts to groundwater and/or surface water quality, and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

|                  |  |
|------------------|--|
| <b>Threshold</b> | <b>Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted).</b> |
|------------------|--|

**Impact 4.13-3**      **Future development that may result from the adoption of the proposed Specific Plan would not substantially deplete groundwater supplies in the Conejo Valley Groundwater Basin by increasing overall groundwater demand. (Class III)**

The City is dependent upon imported water for most of its domestic, commercial, and industrial needs. Imported water is delivered to the City by the Calleguas Municipal Water District (CMWD) from the Metropolitan Water District of Southern California (MWD). The City of Thousand Oaks itself is the retail water purveyor within the Specific Plan area. Groundwater is not a major source of water for the City, which only extracts groundwater for use as median irrigation on Hillcrest Drive and golf course

irrigation at the Los Robles Golf Course.<sup>18</sup> Future development under the proposed Specific Plan would continue to receive water from the City and would not place additional demand on groundwater. Therefore, future development that may result from the adoption of the proposed Specific Plan would not substantially deplete groundwater supplies in the Conejo Valley Groundwater Basin by increasing overall groundwater demand, and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

**Impact 4.13-4                      Future development that may result from the adoption of the proposed Specific Plan would occur in vacant areas that are currently available for groundwater recharge of the Conejo Valley Groundwater Basin. However, compliance with City policies would ensure continued groundwater recharge. (Class III)**

Since the Specific Plan area is substantially developed, the existing surface conditions are comprised mainly of impervious materials that contribute to large amounts of runoff and do not allow for much groundwater recharge. The collection system in place consists of catch basins that drain to a network of pipes, box culverts, and lined ditches that carry storm water into natural drainage paths. Development within the Specific Plan area will introduce additional impervious surfaces which will reduce infiltration of stormwater. Redevelopment of existing built sites will likely result in negligible increases in impervious surface area, while development of vacant or underutilized parcels will realize a more marked increase. Development of undeveloped lots would result in increases in runoff; however, there are few undeveloped lots within the Specific Plan area. Therefore, the resulting increase in runoff and corresponding decrease in stormwater infiltration would be minimal compared to the existing volume of runoff currently within the Specific Plan area.

The proposed Specific Plan encourages the use of on-site private storm water detention and environmentally friendly paving products that allow storm water to be reintroduced into the soil prior to traveling through a storm drain system. Infiltration techniques serve to reduce surface runoff and improve water quality by filtering pollutants and sediments. In addition, development within the Specific

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<sup>18</sup> Ventura County Watershed Protection District, 2009 Groundwater Section Annual Report, 2009.



Plan area would be required to comply with the proposed MS4 general NPDES Permit for stormwater discharges and urban runoff which requires projects to detain on site and treat 80 percent of total annual runoff volume. These techniques are consistent with the General Plan policies and would ensure that development would not substantially interfere with groundwater recharge. This impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

|                  |  |
|------------------|--|
| <b>Threshold</b> | <b>Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site.</b>  |
| <b>Threshold</b> | <b>Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site.</b> |

**Impact 4.13-5                      Future development that may result from the adoption of the proposed Specific Plan would not substantially increase stormwater runoff rates and volumes above existing conditions. (Class III)**

Additional development pursued within the Specific Plan area will introduce additional impervious surfaces which have the ability to increase stormwater runoff rates. Redevelopment of existing built sites will likely result in decreases in impervious surface area, while development of vacant or underutilized parcels will realize a more marked increase. The interaction of stormwater with impervious surfaces (e.g., streets, sidewalks, driveways, parking lots, and buildings) can increase runoff altering the flow of streams and rivers and increase flooding impacts. Low-impact designs encouraged by the proposed Specific Plan and required by the City's SQUIMP, attempt to mimic the natural hydrologic process by controlling stormwater at the source, and allowing it to slowly infiltrate and filter through plants and soils. Infiltration techniques serve to reduce surface runoff.

Future development under the proposed Specific Plan would continue to utilize the existing collection system which consists of catch basins that drain to a network of pipes, box culverts, and lined ditches that carry storm water into natural drainage paths and ultimately discharge to the Conejo Arroyo. Therefore the existing drainage pattern of the area would not be significantly altered with implementation of the proposed Specific Plan.

As the Specific Plan area is substantially built out with impervious surfaces, and individual developments would be required to implement low-impact designs, increases in stormwater runoff would be negligible. In fact, the trend is to increase perviousness of redevelopment sites, resulting in a reduction of runoff rates at buildout. Therefore, future development that may result from the adoption of the proposed Specific Plan would not substantially increase stormwater runoff rates and volumes above existing conditions, and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

|                  |  |
|------------------|--|
| <b>Threshold</b> | <b>Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.</b>        |
| <b>Threshold</b> | <b>Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</b> |

**Impact 4.13-6** Future development that may result from the adoption of the proposed Specific Plan could create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or could require the construction of new stormwater drainage facilities or expansion of existing facilities. Adequate mitigation would be provided by adhering to the provisions of NPDES and SQUIMP which would be applied to individual development projects on a case-by-case basis. In fact, the use of Low Impact Development (LID) practices may actually reduce runoff rates. (Class III)

The existing stormwater collection system within the Specific Plan area consists of catch basins that drain to a network of pipes, box culverts, and lined ditches that carry storm water into natural drainage paths and ultimately discharge to the Conejo Arroyo. **Figure 4.13-1**, shows the storm drain network within the Specific Plan area and deficiencies identified within the storm drain system.

Development within the Specific Plan area would be required to pay applicable fees to the City's general fund and would also contribute revenue to the City in the form of taxes. These funding sources would be utilized by the City and/or the VCWPD on a project specific basis to correct deficiencies in the storm drainage system as buildout of the Specific Plan area occurs and such improvements become necessary. In addition, BMPs such as low-impact designs encouraged by the proposed Specific Plan and required by the City's SQUIMP, attempt to mimic the natural hydrologic process by controlling stormwater at the source, and allowing it to slowly infiltrate and filter through plants and soils. Infiltration techniques serve to reduce surface runoff. Individual projects developed within the Specific Plan area would be required to implement sustainable stormwater drainage practices to address runoff and pollution created by each project.

While the environmental effects of the development of the proposed Specific Plan are programmatically considered in this EIR (see **Sections 4.1 through 4.13**), the environmental review of providing storm water infrastructure is typically handled on a case-by-case basis in conjunction with individual development projects. A project-level CEQA document would analyze the potential environmental impacts of a project involving additional infrastructure at a more specific level and would identify mitigation measures more specific to those impacts. Since specific infrastructure projects have not been identified at this time, potential impacts are addressed at a programmatic level only. Therefore, this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

|                  |  |
|------------------|--|
| <b>Threshold</b> | <b>Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.</b> |
| <b>Threshold</b> | <b>Place within a 100-year flood hazard area structures that would impede or redirect flood flows.</b>   |

**Impact 4.13-7**      **Future development that may result from the adoption of the proposed Specific Plan would place housing and structures within a 100-year flood hazard area. However, adherence to General Plan policies and compliance with the Municipal Code would ensure that housing and structures are protected. (Class III)**

The extent of damage caused by flood depends on the topography of the flooded area; depth, duration, and velocity of floodwaters; the extent of development in the floodplain; and the effectiveness of forecasting, warnings, and emergency operations. The FEMA has prepared Flood Insurance Rate Maps (FIRM) that include the Specific Plan area. These maps indicate that areas within the current Specific Plan area are located within a 100-year floodplain. The 100-year flood, or “base flood,” refers to the flood resulting from a storm event that has a probability of occurring once every 100 years, or a 1 percent chance of occurring in any given year. Areas mapped in the 100-year floodplain area are subject to inundation during a 100-year storm event. As shown in **Figure 4.13-2**, areas subject to flood hazards are located along the Arroyo Conejo and associated tributaries in the western portion of the Specific Plan area.

Areas of the proposed Specific Plan subject to flooding are primarily occupied by existing development, however, future development or redevelopment in these areas could expose persons and property to hazards resulting from flooding. Any future development within these areas would be required to comply with the requirements of the City’s *Municipal Code*<sup>19</sup> which includes mitigation measures designed to reduce potential damages to life and property resulting from flooding. Examples of mitigation measures include anchoring of structures, elevation of buildings, and flood proofing. In addition, as required by the General Plan, development shall require certification by a registered professional demonstrating that encroachments into the floodplain shall not result in any increase in flood levels during the occurrence of the 100-year flood.<sup>20</sup>

<sup>19</sup> City of Thousand Oaks, *Municipal Code*, Title 4, Chapter 7 Flood Damage Prevention.

<sup>20</sup> Rincon Consultants, *Thousand Oaks General Plan*, Safety Element. July 1996.

Therefore, assuming compliance with the proposed policies in the general plan and the Floodplain Damage Prevention section of the municipal code, future development that may result from the adoption of the proposed Specific Plan would not place housing and structures within a 100-year flood hazard area at a substantial risk, and this impact is considered less than significant.

### ***Mitigation Measures***

No mitigation measures are required.

### ***Residual Impacts***

Impacts would be less than significant. (Class III)

Other thresholds of significance identified in the *State CEQA Guidelines* and listed in the Thresholds of Significance sub-section above, relating to potential exposure of people and buildings to flooding due to dam or levee failure, and inundation by seiche, tsunami, or mudflow not applicable. The Specific Plan area is not located such that it would be exposed to any of these hazards.

## **CUMULATIVE IMPACTS**

Cumulative development would alter landforms in the City and would expose new residents and property to hazards from erosion and flooding, thus resulting in a significant cumulative impact. Development under the proposed Specific Plan may incrementally contribute to this impact. However, grading and associated erosion issues would be addressed on a case-by-case basis to mitigate impacts resulting from individual projects. Therefore, the adoption of the proposed Specific Plan will not contribute to this cumulative impact.

Cumulative development would increase overall activity levels in the area, with potential increases in sedimentation and concentration of contaminants such as oil, grease, and solvents in surface runoff that are discharged to local waterways. However, all development on sites of over 1 acre would be subject to NPDES permit requirements pertaining to construction activity while all development in the City would be subject to various City requirements pertaining to controlling erosion and preserving water quality. As a result, the impact of cumulative development would be less than significant. The proposed Specific Plan includes numerous sustainable stormwater drainage design measures that would increase infiltration in the Specific Plan area and reduce pollutants entering waterways. Thus, the adoption of the proposed Specific Plan will not contribute to this cumulative impact.

All development would have the potential to result in an increase in impervious surface area, thereby increasing peak storm runoff in the area. This is considered a cumulative significant impact. The

proposed Specific Plan may incrementally contribute to this increase. However, the proposed Specific Plan includes numerous sustainable stormwater drainage design measures that would increase infiltration in the Specific Plan area and reduce surface runoff. All development proposals would be required to upgrade stormwater infrastructure as needed. As a result, the adoption of the proposed Specific Plan will not contribute to this cumulative impact.

## 5.0 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

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According to the *California Environmental Quality Act (CEQA) Guidelines*, “[u]ses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely.”<sup>1</sup> Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified. Therefore, this section discusses the potential for irreversible environmental effects to result from adoption of the proposed Specific Plan.

Both construction and operation of the future residential units and commercial uses allowed by the proposed Specific Plan would necessarily lead to the consumption of limited, slowly renewable, and non-renewable resources, committing such resources to uses that future generations would be unable to reverse. The future development allowed by the proposed Specific Plan would require the commitment of resources that include (1) building materials, (2) fuel and operational materials/resources, and (3) the transportation of goods and people to and from the uses allowed by the proposed Specific Plan.

Future construction of residential units and commercial uses allowed by the proposed Specific Plan would consume limited amounts of certain types of lumber, other raw materials such as steel, metals such as copper and lead, aggregate materials used in concrete and asphalt such as sand and stone, water, petrochemical construction materials such as plastic, petroleum-based construction materials, and other similar slowly renewable or nonrenewable resources. Additionally, fossil fuels would be consumed by construction vehicles and equipment. In terms of operation of the residential units and commercial uses allowed by the proposed Specific Plan, the following slowly renewable and nonrenewable resources would be required: natural gas and electricity, petroleum-based fuels, fossil fuels, and water. The California Administrative Code regulates the amount of energy consumed by new development for heating, cooling, ventilation, and lighting purposes. Nevertheless, the consumption of such resources would represent a long-term commitment of those resources.<sup>2</sup>

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<sup>1</sup> California Public Resources Code, Title 14, Division 6, Chapter 3, *California Environmental Quality Act Guidelines*, Section 15126(c).

<sup>2</sup> California Administrative Code, Title 24.

The commitment of resources required for the construction and operation of future residential units and commercial uses allowed by the proposed Specific Plan would limit the availability of such resources for future generations or for other uses during the life of the proposed Specific Plan.

However, continued use of such resources is consistent with the anticipated growth and planned changes in the Specific Plan area and the City of Thousand Oaks.

Along with the long-term commitment of land uses is an increased commitment of certain public services to future development that may result from the adoption of the proposed Specific Plan. This includes the provision of police and emergency medical services, water supply services, wastewater treatment services, and solid waste disposal. However, as indicated in the respective sections of the EIR, impacts associated with these public services would be less than significant.

The development of future residential units and commercial uses allowed by the proposed Specific Plan would contribute to state, national, and global greenhouse gases (GHG) emission inventories and the resultant effect on global climate change should be evaluated on a cumulative basis. Future development that may result from the adoption of the proposed Specific Plan Area would generate GHG emissions that may have a significant impact on the environment. The EIR concludes that there are no feasible measures to reduce GHG emissions associated with the proposed Specific Plan to below the 25,000 MTCO<sub>2</sub>e threshold.

The small contribution of GHG emissions generated by the proposed Specific Plan compared to the global generation of GHG emissions would not be considered a cumulatively considerable impact on global climate change. Furthermore, to date no criteria have been established to assess the cumulative impact of a single project on global climate change. Moreover, consistency with the implementing programs and regulations to achieve the statewide GHG emission reduction goals established under Executive Order S-3-05 and Assembly Bill (AB) 32 cannot be evaluated because they are still under development. Nonetheless, the Climate Action Team, established by Executive Order S-3-05, has recommended strategies that could be implemented at the statewide level to meet the goals of the Executive Order. In the absence of an adopted plan or program by which to assess the proposed Specific Plan's cumulative impacts through its consistency with such plans or programs, the Climate Action Team's strategies serve as current statewide approaches to reducing the state's GHG emissions.



In its report to the governor and the legislature, the Climate Action Team recommended strategies that could be implemented by various state boards, departments, commissions, and other agencies to reduce GHG emissions.<sup>3</sup> This EIR contains several design features to be implemented by future residential units and commercial uses allowed by the proposed Specific Plan, including mitigation measures that would result in lower fuel combustion emissions, reduced energy usage, water conservation, and other collateral benefits with respect to GHG emissions.<sup>4</sup>

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<sup>3</sup> California Environmental Protection Agency, Climate Action Team, Climate Action Team Report to Governor Schwarzenegger and the Legislature. March 2006.

<sup>4</sup> Mitigation measures that are intended to reduce criteria pollutant emissions associated with fuel combustion (e.g., truck emissions) or energy conservation would allow serve to reduce GHG emissions.

## 6.0 GROWTH INDUCEMENT

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### INTRODUCTION

*The California Environmental Quality Act (CEQA) Guidelines require that an environmental impact report (EIR) include a discussion of the ways in which a project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.<sup>1</sup> Such a discussion should also identify any way in which a proposed project would remove obstacles to population growth, and discuss the characteristics of a project that may encourage and/or facilitate other activities that, either individually or cumulatively, could significantly affect the environment. CEQA emphasizes that growth in an area should not be considered beneficial, detrimental, or of little significance. The purpose of this discussion is to evaluate the growth-inducing potential of the proposed Thousand Oaks Boulevard Specific Plan.*

### GROWTH-INDUCING CRITERIA

In general terms, a project may foster population growth in a geographic area if it meets any of the criteria identified below:

- The project removes an impediment to growth, such as through the establishment of an essential public service, or the provision of new access to an area that will facilitate additional growth.
- The project results in the urbanization of land in a remote location that will induce the growth of the undeveloped areas between the project and existing developed areas, commonly referred to as “leap-frog development.”
- Economic expansion or growth occurs in an area in response to the project, such as a substantial change in revenue base or expansion of employment.
- The project establishes a precedent setting action, such as approval of a general plan amendment or change in zoning that will serve as a precedent for other similar projects.

Should a project meet any one of these criteria, it may be considered growth inducing. An evaluation of the proposed Specific Plan Project in relation to these criteria is provided in this section.

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<sup>1</sup> California Code of Regulations, Title 14, Division 6, Chapter 3, *California Environmental Quality Act Guidelines*, Section 15126(d) and 15126.2(d).

## Removal of an Impediment to Growth

Growth in an area may result from the removal of physical impediments or restrictions to growth. In this context, physical growth impediments may include nonexistent or inadequate access to an area or the lack or insufficiency of essential public services, such as water, sewer, electricity, and natural gas. The following discussion evaluates the effects of the proposed Specific Plan with respect to this criterion.

The proposed Specific Plan is intended to encourage and promote growth within its boundaries. The principal mechanism by which it would encourage this growth is through the revision of certain development policies of the City, such as building height limits, parking requirements, allowance of mixed-use development, and other changes as described in more detail in **Section 3.0, Project Description**. The net effect of these changes are expected to allow additional development within the Specific Plan area compared to what is now expected under the current General Plan and zoning regulations. To some degree, the changes to land use regulations comprise an adjustment to regulatory impediments to growth. However, the proposed Specific Plan does not include removal of physical impediments to growth, as described in more detail below.

The proposed Specific Plan is located within an area of the City of Thousand Oaks that has all the necessary infrastructure to support future development within the Specific Plan area, including existing wastewater collection and treatment, water, electricity, and natural gas infrastructure, as described in the applicable environmental impact sections of this EIR. The area within the proposed Specific Plan is currently developed primarily with commercial uses, but also with some other non-residential uses and a few residentially developed properties. Future development within the Specific Plan area that may result from the adoption of the proposed Specific Plan would be comprised of in-fill of the relatively few vacant parcels within the Specific Plan area and redevelopment or intensification of use on other parcels. No expansion of this infrastructure is necessary, and therefore no infrastructure impediments to growth would be removed that would induce growth elsewhere in the City.

An established roadway network presently exists to the north, south, west, and east of the proposed Specific Plan area within the City of Thousand Oaks. The proposed Specific Plan does not include any new roads or significant road widenings other than what is necessary to serve future development within the Specific Plan Area.

## Urbanization of Land in Remote Locations (Leap-Frog Development)

Development can be considered growth inducing when it is not contiguous to existing urban development and “leaps” over undeveloped areas. The Specific Plan area is located within the downtown corridor of the City of Thousand Oaks, and surrounded by existing development within the City.

The proposed Specific Plan would allow for the development of currently vacant parcels and redevelopment of developed parcels within its boundaries, but this growth would be consistent with the existing urbanized location of the proposed Specific Plan. Therefore, the proposed Specific Plan area would not induce additional growth in any nearby undeveloped areas.

## **Economic Growth**

The proposed Specific Plan would allow the development of up to 375 multi-family residential units and about 1.2 million square feet of non-residential development within the Specific Plan area, including growth already anticipated under existing General Plan conditions, as well as additional growth attributable to the land use regulations and development standards of the Specific plan itself. Furthermore, the proposed Specific Plan would allow for the enhancement of existing commercial uses along the Thousand Oaks Boulevard corridor and enhancements to Thousand Oaks Boulevard itself to provide for a more pedestrian friendly environment. The Specific Plan area is located in a portion of the City presently served by existing retail commercial uses and other support services and facilities, including public transit. Given the relation of the proposed Specific Plan to the existing development pattern in the surrounding area, it is not anticipated that the proposed Specific Plan will foster or promote additional growth of commercial uses in the surrounding area. The additional commercial uses that would be allowed as part of the proposed Specific Plan would meet the shopping needs of the existing residents living within the City of Thousand Oaks. Given the relative size of residential development that would occur under the proposed Specific Plan and the relatively small resulting increase in population (up to approximately 750 residents may be added to the City of Thousand Oaks), shopping needs for these new residents would be adequately provided by existing commercial uses within the City of Thousand Oaks.

The future residents of the multi-family residential units that would be allowed by the proposed Specific Plan would also represent an incremental increase in the local labor force. Given the relative size of the future multi-family residential units allowed by the proposed Specific Plan and the relatively small resulting increase in population, it is expected that new residents seeking employment within the City could be absorbed by the existing employment opportunities in the City and nearby communities, and/or new employment opportunities associated with planned future industrial and commercial growth in areas designated for such by the General Plan. Therefore, it is not anticipated that the proposed Specific Plan alone would induce growth in commercial, industrial, and office development on presently undeveloped property in the City of Thousand Oaks.

## Precedent Setting Action

Actions associated with a project that could be precedent setting include (among others) a change in zoning, general plan designation, general plan text, or approval of exceptions to regulations that could have implications for other properties or that could make it easier for other properties to develop.

As indicated in **Section 4.1, Land Use and Planning**, with mitigation, implementation of the proposed Specific Plan would not conflict with policies contained in the General Plan nor would it conflict with objectives contained in the redevelopment plan for the Thousand Oaks Boulevard Redevelopment Project Area. Implementation of the proposed Specific Plan would require an amendment to the Land Use element of the City's General Plan to allow a regulated mix of residential and commercial land uses within the Specific Plan area. The Specific Plan area comprises the main "downtown" area of the City and no other parts of the City are similarly situated with respect to central location, ease of access, and established economic function. Adoption of the proposed Specific Plan is not considered precedent setting, because no other comparable areas with a similar scale, location, function, and mix of land uses exist within the City. For this reason, the proposed Specific Plan would not be considered precedent-setting.

## 7.0 ALTERNATIVES

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### INTRODUCTION

*This section of the environmental impact report (EIR) provides a comparative analysis of the merits of alternatives to the proposed Specific Plan pursuant to Section 15126.6 of the California Environmental Quality Act (CEQA) Statutes and Guidelines, as amended. The purpose of the alternatives analysis is to explain potentially feasible ways to avoid or minimize significant effects of the proposed Specific Plan. According to the State CEQA Guidelines, the EIR need only examine in detail those alternatives that could feasibly meet most of the basic objectives of the project. When addressing feasibility, the State CEQA Guidelines Section 15126.6 states that “among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, jurisdictional boundaries, and whether the applicant can reasonably acquire, control or otherwise have access to alternative sites.” The State CEQA Guidelines also specify that the alternatives discussion should not be remote or speculative, and need not be presented in the same level of detail as the assessment of the proposed project.*

*Therefore, based on the State CEQA Guidelines, several factors need to be considered in determining the range of alternatives to be analyzed in an EIR and the level of analytical detail that should be provided for each alternative. These factors include (1) the nature of the significant impacts of the proposed project; (2) the ability of alternatives to avoid or lessen the significant impacts associated with the project; (3) the ability of the alternatives to meet the objectives of the project; and (4) the feasibility of the alternatives. These factors would be unique for each project.*

### SELECTION OF ALTERNATIVES FOR ANALYSIS

According to the *State CEQA Guidelines*, the discussion of alternatives should focus on alternatives to a project or its location, which can feasibly avoid or substantially lessen the significant effects of the project. The *State CEQA Guidelines* indicate that the range of alternatives included in this discussion should be sufficient to allow decision makers a reasoned choice. The alternative discussion should provide decision makers with an understanding of the merits and disadvantages of these alternatives.

**Section 4.0, Environmental Impact Analysis**, of this EIR concludes that implementation of the proposed Specific Plan would result in several significant impacts that could be mitigated to a less than significant level. These impacts include temporary air quality, noise and ground borne vibration impacts during construction, and air quality and noise impacts that would result from occupancy and use of new development projects over time in the Specific Plan area. In addition, implementation of the proposed Specific Plan could result in potential land use conflicts, impacts to special status species and oak trees, impacts to archaeological and paleontological resources, release of hazardous material due to potential

soil contamination, and aesthetic impacts associated with views, scenic resources within a state or local scenic highway corridor, and glare that can also be mitigated to a less than significant level.

The only significant impacts identified that cannot be mitigated to a less than significant level are potential traffic impacts and the estimated amount of greenhouse gas (GHG) emissions from the level of growth projected over the next 25 years in the Specific Plan area. While proposed mitigation is available to ensure that implementation of the proposed Specific Plan would not result in any traffic impacts, this mitigation may conflict with objectives of the Specific Plan to maintain on-street parking and create a pedestrian-friendly environment. In addition, even with the incorporation of all feasible mitigation the level of estimated GHG emissions would remain above the numerical threshold of significance used in the analysis in this EIR. Similarly, implementation of the proposed Specific Plan would also contribute to significant cumulative traffic and GHG emissions impacts. For the same reasons as mentioned above, the potential traffic GHG emissions impacts would remain significant and unavoidable and would contribute to significant cumulative traffic and GHG impacts.

The City of Thousand Oaks identified several alternatives to the proposed Specific Plan for comparative analysis to determine if these alternatives could avoid or substantially lessen the significant impacts identified for the Specific Plan project. These alternatives include the No Project Alternative, Downtown Focused Specific Plan Alternative, and Reduced Development Intensity Alternative.

## **ALTERNATIVES CONSIDERED BUT NOT EVALUATED IN DETAIL**

Section 15126.6(c) of the *State CEQA Guidelines* states that an EIR should briefly describe the rationale for selecting the alternatives to be discussed and the reasons for eliminating alternatives from detailed consideration in an EIR. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR is failure to meet most of the basic Project objectives, infeasibility, or inability to avoid or substantially reduce significant environmental impacts. Provided below are the reasons for not providing detailed evaluation of an off-site alternative.

### **Off-Site Alternative**

As the proposed Specific Plan is designed to guide the development and renovation of a specific portion of the City along and in close proximity to Thousand Oaks Boulevard, an alternative site would not be appropriate as an alternative to the proposed Specific Plan.

As indicated in CEQA Section 15126.6(c), “among factors that may be used to eliminate alternatives from detailed consideration in an EIR is (i) failure to meet most of the project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.” As discussed above, an alternative site would not

be feasible because it would not meet the objectives of the proposed Specific Plan listed above, would not be feasible, and would not avoid significant environmental impacts. Therefore, this alternative has been eliminated from detailed consideration within this EIR.

## ALTERNATIVES EVALUATED IN DETAIL

As discussed above, the City identified alternatives for analysis in this EIR to determine if these alternatives could avoid or substantially lessen the significant impacts of the proposed Specific Plan and meet the basic objectives of the proposed Specific Plan.

### Project Objectives

The following objectives for the proposed Specific Plan are listed in **Section 3.0, Project Description**. The objectives of the proposed Specific Plan are to:

- Improve Thousand Oaks Boulevard parking and provide more pedestrian crosswalks.
- Encourage the creation of plazas, public art, and open spaces that are linked to the public sidewalk system.
- Implement traffic calming devices and programs.
- Maintain and/or provide left-turn access for businesses on Thousand Oaks Boulevard.
- Modify current regulations from rigid, limit-based controls to incentive-based flexible controls.
- Allow flexible building heights at locations where the height does not create negative impacts to existing residential properties and helps implement and articulate the long-term vision of Thousand Oaks Boulevard.
- Revise building setback requirements to promote and encourage sensible street fronting commercial activities.
- Encourage parking lots in the rear portion of properties where appropriate.
- Encourage and support pedestrian activities adjacent to the street
- In compliance with Measure E and state law, allow mixed residential and commercial land uses where good planning dictates.
- In compliance with Measure E and state law, allow higher density residential land uses at certain locations along Thousand Oaks Boulevard with incentives for low to moderate income families, with a priority for City employees, teachers, police officers, service sector workers, nurses, health care workers, etc.



- Facilitate and provide an expedited process for the consolidation of properties along Thousand Oaks Boulevard.
- Encourage and support coordinated development along Thousand Oaks Boulevard where appropriate.
- Establish a streamlined permit process for properties within the Thousand Oaks Boulevard Redevelopment project area.
- Encourage outdoor eating and minimize, or significantly reduce, parking requirements for this type of activity.
- Create shared public parking lots, structures, or other creative parking alternatives that can be used by other properties.
- Utilize portions of public streets for the creation of diagonal on-street parking where appropriate.
- Contribute to a parking fund in return for reduced parking requirements, including potential use of “in-lieu” fees.
- Encourage shared parking agreements and/or City parking lots/reciprocal easements.

## Alternatives Presentation and Analysis

**Section 4.0, Environmental Impact Analysis**, of this EIR concludes that implementation of the proposed Specific Plan would result in some significant impacts which cannot be feasibly mitigated to a less than significant level. These include long-term air quality/GHG impacts from projected growth, and traffic impacts at certain intersections. No feasible measures are available that would mitigate the air quality/GHG impacts to a less than significant level. Traffic impacts at certain intersections also cannot be mitigated to a less than significant level because the mitigation measures would potentially conflict with objectives of the Specific Plan to maintain on-street parking and create a pedestrian-friendly environment. Based on the environmental analysis, alternatives were developed which would provide decision makers with a reasonable range of alternatives that would eliminate or reduce the impacts of the proposed Specific Plan. A list of the alternatives selected for evaluation in this analysis is provided below.

- Alternative 1 – No Project
- Alternative 2 – Downtown Focused Specific Plan
- Alternative 3 – Reduced Development Intensity

## Alternative 1 – No Project

The No Project Alternative is required to be evaluated by Section 15126(2)(4) of the *State CEQA Guidelines*. As required by the *State CEQA Guidelines*, the analysis must examine the impacts which might occur if the Specific Plan area is left in its present condition, as well as what may reasonably be expected to occur in the foreseeable future in the Specific Plan area under existing General Plan land use designations and zoning development standards.

Under the No Project Alternative, the Specific Plan area would not experience an incremental increase of 375 dwelling units, 489,500 square feet retail commercial, and 122,000 square feet of office commercial over and above the amount allowed by the existing General Plan land use designations and zoning development standards.

The City projects that the additional growth allowed by the current General Plan within the 345-acre Specific Plan area would include 371,500 square feet of retail commercial, 137,000 square feet of office commercial, and 88,000 square feet of industrial. This represents approximately 50 percent of the non-residential development under the proposed Specific Plan, which includes both the growth currently permitted by the General Plan and additional development allowed by the proposed Specific Plan. In addition, development standards and supplemental guidelines listed in the proposed Specific Plan would not apply, resulting in similar types of existing development along the Thousand Oaks Boulevard corridor. Finally, circulation and streetscape improvements listed in the proposed Specific Plan would not occur.

### *Land Use*

With the No Project Alternative, long-term development within the Thousand Oaks Boulevard corridor would be guided by the current Thousand Oaks General Plan. Similar to the proposed Specific Plan, development under this alternative would include commercial, industrial, residential, and open space uses, which are consistent with the General Plan. However, the amount of development under this alternative would be less when compared to the proposed Specific Plan, as approximately 50 percent less non-residential development would occur under the No Project Alternative. Unlike the proposed Specific Plan, this alternative would not allow mixed-use development and would not be subject to new development standards. Finally, unlike the proposed Specific Plan, the No Project Alternative would not require an amendment to the Thousand Oaks General Plan to allow for a mix of commercial and residential uses within the Thousand Oaks Boulevard corridor. Similar to the proposed Specific Plan, this alternative would not conflict with a General Plan policy that development should occur in low-lying areas with natural hills and mountains being preserved in open space. Since land use impacts associated

with the proposed Specific Plan and No Project Alternative would be less than significant, this alternative would not avoid or substantially lessen any land use impacts that would occur with the proposed Specific Plan.

### ***Traffic and Circulation***

Impacts to intersections within the Thousand Oaks Boulevard corridor area from development under the No Project Alternative, which is based on full development of the City's General Plan, were assessed in the April 2011 traffic report prepared by RBF Consulting provided in **Appendix 4.2** of this EIR. As indicated in the traffic study, three intersections would not meet the City of Thousand Oaks Performance Criteria (level of service [LOS] C or better) or Threshold of Significance for traffic impacts (an increase in V/C ratio of 2 percent or greater at intersections operating at LOS C or worse) with the development projected to occur under the City's current General Plan as compared to nine intersections identified as being significantly impacted with the growth projected under the proposed Specific Plan. Therefore, traffic under this alternative would result in a potentially significant impact. The traffic study identifies measures that would mitigate the impact of traffic from this alternative at these three intersections to a less than significant level. One of these intersections (Hampshire Road/Thousand Oaks Boulevard) would also be impacted by the Specific Plan and this impact cannot feasibly be mitigated to a less than significant level. Therefore, this alternative would avoid a significant project level impact to this intersection that would result from the proposed Specific Plan. The No Project Alternative would also not contribute to significant cumulative impacts at these three intersections as the traffic impacts of this alternative can be mitigated to a less than significant level.

Impacts to State Highway intersections within the Thousand Oaks Boulevard corridor area from the No Project Alternative were also analyzed in the traffic report. As indicated in the traffic study, one State Highway intersection (Rancho Road/US 101 Southbound) would not meet Caltrans measures of effectiveness (LOS C or better) in the PM peak hour. The same State Highway intersection would also not operate within Caltrans measures of effectiveness with traffic from the proposed Specific Plan during the PM peak hour. As a result, traffic under this alternative would still result in a potentially significant traffic impact at this intersection. The traffic study identified a mitigation measure that would reduce the impact to this State Highway intersection under the No Project Alternative. Therefore, similar to the proposed Specific Plan, the impact to this State Highway intersection under this alternative would be reduced to a less than significant level. Similarly, the impact to this State Highway intersection from the addition of traffic from the No Project Alternative would also be reduced to a less than significant level under cumulative traffic conditions. Significant cumulative impacts were identified at two other State Highway intersections with the addition of traffic from the proposed Specific Plan that can also be mitigated to a less than significant level. Since the impact to the intersection of Rancho Road/US 101

Southbound from both the proposed Specific Plan and No Project Alternative can be mitigated, this alternative would not avoid or substantially lessen the traffic impact to this state facility.

### *Air Quality/Climate Change*

The net increase in daily emissions resulting from the No Project Alternative during construction could exceed daily thresholds recommended by the Ventura County Air Pollution Control District (VCAPCD). While the total duration of construction emissions would be substantially less under this alternative given that 50 percent less development would occur under the No Project Alternative, the maximum daily emissions could be similar to the proposed Specific Plan if the same construction intensity was maintained. Development occurring under this alternative would be required to implement the same mitigation measures during construction as would occur with development under the proposed Specific Plan to minimize emissions during construction. As a result, construction under both scenarios would not contribute substantially to an existing or projected air quality violation in Ventura County, and these impacts would be reduced to a less than significant level. While the duration of construction emission associated with the No Project Alternative would be substantially less than the proposed Specific Plan, this alternative would not avoid any significant air quality impacts from construction activities that would result from of the proposed Specific Plan.

The net increase in daily emissions resulting from the No Project Alternative during operation could exceed daily thresholds recommended by the VCAPCD although daily emissions would be substantially less than the proposed Specific Plan as this alternative represents approximately 50 percent of the non-residential development proposed under the proposed Specific Plan. The same mitigation measures would be applied to new development occurring under the existing General Plan or the proposed Specific Plan to minimize emissions and the proposed project and this alternative would not contribute substantially to an existing or projected air quality violation in Ventura County, and these impacts would be reduced to a less than significant level. While operational emissions associated with the No Project Alternative would be substantially less than the proposed Specific Plan, this alternative would not avoid significant air quality impacts that would result from of the proposed Specific Plan.

Similar to the proposed Specific Plan, construction of individual development projects over time in the Specific Plan area under the No Project Alternative would not expose sensitive uses near roadway intersections to substantial pollutant concentrations. In addition, development under this alternative would not expose sensitive receptors to toxic air contaminants from stationary sources. However, similar to the proposed Specific Plan, development under the No Project Alternative could expose sensitive uses to substantial concentrations of dust during construction and mobile source toxic air contaminants from Highway 101 and State Route (SR) 23 after individual development projects are built and occupied,

depending on the proximity of these uses to these freeways. Development under this alternative would be required to implement similar mitigation measures during construction and design of individual development projects as would occur with the proposed Specific Plan to mitigate these potential impacts to a less than significant level and, for this reason, this alternative would not avoid or substantially lessen this potential significant air quality impact.

Similar to the proposed Specific Plan, the growth occurring under the existing General Plan with the No Project Alternative would generate additional GHG emissions. This growth would also result in indirect GHG emissions due to the utility demands (electricity, water, solid waste, and wastewater). However, as development under the No Project Alternative would be 50 percent less than is projected with the proposed Specific Plan, there would be a substantial reduction in the generation of GHG emissions with the No Project Alternative. However, despite this reduction, development under the No Project Alternative would likely result in GHG emissions that exceed the 25,000 Metric Tonne Carbon Dioxide Equivalent (MTCO<sub>2e</sub>) standard, similar to the proposed Specific Plan. As no feasible mitigation is available to sufficiently reduce GHG emissions, GHG emissions under both scenarios would be significant and unavoidable. In addition, the additional GHG emissions from the No Project Alternative would also result in a significant and unavoidable cumulative impact for similar reasons, similar to the proposed Specific Plan. While GHG emissions associated with the No Project Alternative would be substantially less than the proposed Specific Plan, this alternative would not avoid the significant project and cumulative GHG impacts that would result from the proposed Specific Plan.

### *Noise*

Similar to the proposed Specific Plan, construction of individual development projects over time in the Specific Plan area under the No Project Alternative would generate noise and ground borne vibration during construction. However, development under Alternative 1 would be required to implement similar mitigation measures during construction as the proposed Specific Plan to insure the protection of sensitive receptors. As a result, construction noise under both scenarios would be reduced to a less than significant level. Since noise and ground borne vibration impacts during construction under the proposed Specific Plan and No Project Alternative would be reduced to a less than significant level, this alternative would not avoid or substantially lessen the significant noise and ground borne vibration impacts that would result from the proposed Specific Plan.

Noise generated by additional traffic from growth in the Specific Plan area under the No Project Alternative would substantially decrease compared to the proposed Specific Plan, as development under the No Project Alternative would result in 50 percent less non-residential development along the Thousand Oaks Boulevard corridor. However, like the proposed Specific Plan, this alternative could

result in a 3 dB(A) increase in the noise levels on affected roadway segments, which would be noticeable. However, this increase in noise would occur over an extended period of time and would be incremental. While traffic noise associated with the No Project Alternative would be substantially less than the proposed Specific Plan, this alternative would not avoid significant noise impacts that would result from the proposed Specific Plan.

Similar to the proposed Specific Plan, land uses under No Project Alternative would not be exposed to noise from Highway 101 and SR-23 in excess of City standards. Stationary sources of noise (i.e., rooftop equipment, loading docks, and parking lots) would be similar to the proposed Specific Plan. However, the number of stationary noise sources would be substantially reduced as development under the No Project Alternative would result in 50 percent less non-residential development along Thousand Oaks Boulevard. Development under this alternative would implement similar mitigation measure to reduce impacts to a less than significant level. While noise from stationary sources associated with the No Project Alternative would be substantially less than the proposed Specific Plan, this alternative would not avoid or substantially lessen any noise impacts that would occur with the proposed Specific Plan.

### ***Biological Resources***

Impacts with regards to biological resources under the No Project Alternative would be similar to the proposed Specific Plan. Development of individual development projects over time in the Specific Plan area under this alternative would be required to implement similar mitigation measures as the proposed Specific Plan to protect special-status species. In addition, development under the No Project Alternative would not locate within an area identified in the nearest linkage design developed by the South Coast Missing Linkages Project (the Santa Monica-Sierra Madre Connection). Finally, all development under this alternative would be required to implement similar mitigation measures as the proposed Specific Plan to protect oak trees. Therefore, similar to the proposed Specific Plan, impacts to biological resources under the No Project Alternative would be reduced to a less than significant level. Since impacts to special-status species and oak trees under the proposed Specific Plan and No Project Alternative would be reduced to a less than significant level, this alternative would not avoid or substantially lessen any potential impacts to biological resources that would result from the proposed Specific Plan.

### ***Cultural Resources***

Impacts with regards to cultural resources under the No Project Alternative would be similar to the proposed Specific Plan. Development of individual development projects over time in the Specific Plan area under this alternative would be required to comply with the requirements of *State CEQA Guidelines* Section 15064.5, to assure that potential impacts to historical resources are mitigated to the extent feasible.

In addition, development under the No Project Alternative would be required to implement similar mitigation measures as the proposed Specific Plan to insure the protection of any unknown archaeological or paleontological resources. Therefore, impacts to cultural resources under this alternative would be less than significant, similar to the proposed Specific Plan. Since impacts to archaeological or paleontological resources under the proposed Specific Plan and No Project Alternative would be reduced to a less than significant level, this alternative would not avoid or substantially lessen any potential impacts to biological resources that would result from the proposed Specific Plan.

### ***Water Supply***

Water service in the Thousand Oaks Boulevard Specific Plan area is provided by the City of Thousand Oaks. The growth in the Specific Plan area projected to occur under the City's current General Plan would require approximately 437 acre-feet of water per year (afy) compared to 610 afy for growth projected under the proposed Specific Plan. The Water Supply Assessment concluded the City has sufficient water supplies available to meet this increased demand and, for this reason, the impact of the Specific Plan project on the City's water supplies is not significant, and the reduced impact of this alternative would also not be significant. The impact of the projected growth in the Specific Plan area under both the No Project Alternative and with the proposed Specific Plan on the City's water delivery system would also not be significant as the water supply lines serving the Thousand Oaks Boulevard area are in good condition and meet current demands while maintaining adequate water pressure. While some additional service connections and other improvements would be needed to serve new development in the Specific Plan area, these improvements would be determined and required with individual development projects. Since impacts to water supply and infrastructure associated with the proposed Specific Plan and No Project Alternative would be less than significant, this alternative would not avoid or substantially lessen any significant impact to water supply that would occur with the proposed Specific Plan.

### ***Solid Waste***

Solid waste that would be generated by development under the No Project Alternative would be disposed of in the Simi Valley Landfill Recycling Center. Development of individual development projects over time in the Specific Plan area under this alternative would generate 1.07 tons of solid waste per day (tpd) compared to 3.16 tpd under the proposed Specific Plan. The landfill has sufficient capacity to serve development under the No Project Alternative. Therefore, impacts to solid waste services would be less than significant under the No Project Alternative, similar to the proposed Specific Plan. Since impacts to solid waste services associated with the proposed Specific Plan and No Project Alternative

would be less than significant, this alternative would not avoid or substantially lessen any impacts to solid waste services that would occur with the proposed Specific Plan.

## ***Public Services***

### **Fire Protection Services**

The Ventura County Fire Protection District (VCFPD) would continue to provide fire suppression and emergency response service to the Thousand Oaks Boulevard corridor area under the No Project Alternative, and development of individual development projects over time in the Specific Plan area under this alternative would continue to be served by Battalion 3 of the VCFPD with Fire Stations 30 and 31 being the closest stations, and usually providing primary response. The No Project Alternative would not include the residential development that would be allowed by the proposed Specific Plan, but would include the additional commercial development allowed by the current General Plan within the Specific Plan area. The impact of the proposed Specific Plan on Fire Protection services would not be significant, and since less development would be allowed within the Specific Plan area by the current General Plan, the impact of this alternative would on Fire Protection services would also be less than significant. Since impacts to fire services associated with the proposed Specific Plan and No Project Alternative would be less than significant, this alternative would not avoid or substantially lessen any impacts to fire services that would occur with the proposed Specific Plan.

### **Police Protection Services**

The Ventura County Sheriff's Department would continue to provide law enforcement services to the Thousand Oaks Boulevard corridor area under the No Project Alternative, and development of individual development projects over time in the Specific Plan area under this alternative would continue to be served by the Thousand Oaks Police Department Headquarters located at 2101 East Olsen Road. As discussed above, while the No Project Alternative would not include residential development that would be allowed by the proposed Specific Plan, the additional commercial development allowed by the current General Plan could be developed over time with Specific Plan area. This amount of development would be less than the amount allowed by the proposed Specific Plan. As the impact of the proposed Specific Plan on Police Services would not be significant, the impact of this alternative would also be not significant. Since impacts to police protection services associated with the proposed Specific Plan and No Project Alternative would be less than significant, this alternative would not avoid or substantially lessen any impacts to police services that would occur with the proposed Specific Plan.



### **Educational Services**

The Conejo Valley Unified School District (CVUSD) would continue to provide services to the Thousand Oaks Boulevard corridor area under the No Project Alternative, and development of individual development projects over time in the Specific Plan area under this alternative would be served by Conejo Elementary School, Colina Middle School, and Westlake High School. Unlike the proposed Specific Plan, development under the No Project Alternative does not include any new residential units. As a result, no additional students would be generated under this alternative. Therefore, similar to the proposed Specific Plan, impacts to educational services under the No Project Alternative would be less than significant. Since impacts to educational services associated with the proposed Specific Plan and No Project Alternative would be less than significant, this alternative would not avoid or substantially lessen any impacts to educational services that would occur with the proposed Specific Plan.

### **Parks and Recreational Services**

The Conejo Recreation and Park District (CRPD) would continue to provide parks and recreational services to the Thousand Oaks Boulevard corridor area under the No Project Alternative. According to the CRPD, the amount of park space in the area is currently deficient to serve the existing population. Unlike the proposed Specific Plan, the No Project Alternative would not include the development of additional residential units within the Thousand Oaks Boulevard corridor and therefore would not increase the park acreage-to-resident deficiencies that currently exist in the area. Therefore, impacts to parks and recreational services under the No Project Alternative would be less than significant, similar to the proposed Specific Plan. Since impacts to parks and recreational services associated with the proposed Specific Plan and No Project Alternative would be less than significant, this alternative would not avoid or substantially lessen any impacts to parks and recreational services that would occur with the proposed Specific Plan.

### **Wastewater Services**

All wastewater that would be generated within the Thousand Oaks Boulevard corridor area under the No Project Alternative would be treated at the Hill Canyon Wastewater Treatment Plant in the northwestern part of the City. Development of individual development projects over time in the Specific Plan area under this alternative would generate a total of 0.06 million gallons of wastewater per day (mgd) compared to 0.19 mgd under the proposed Specific Plan. The City's wastewater treatment plant has adequate capacity to serve development under the No Project Alternative. In addition, capacity upgrades to the wastewater collections system are not required under either this alternative or the proposed Specific Plan. Therefore, similar to the proposed Specific Plan, impacts to wastewater services

under the No Project Alternative would be less than significant. Since impacts to wastewater services associated with the proposed Specific Plan and No Project Alternative would be less than significant, this alternative would not avoid or substantially lessen any impacts to wastewater services that would occur with the proposed Specific Plan.

### **Electrical and Natural Gas Services**

Electrical service in the Thousand Oak Boulevard corridor area under the No Project Alternative would be provided by Southern California Edison (SCE). Development of individual development projects over time in the Specific Plan area under this alternative would require an estimated total demand of 7.7 million Kilowatt hours of energy per year (kW/hrs/yr) compared to 21.1 million kW/hrs/yr under the proposed Specific Plan. Under the No Project Alternative and the proposed Specific Plan, SCE will monitor the power situation within its service area and obtain firm contracts with out-of-state electrical suppliers as necessary to ensure adequate electrical supply. Therefore, impacts under this alternative would be less than significant, similar to the proposed Specific Plan. Since impacts to electrical service associated with the proposed Specific Plan and No Project Alternative would be less than significant, this alternative would not avoid or substantially lessen any impacts to electrical service that would occur with the proposed Specific Plan.

Natural Gas service in the Thousand Oak Boulevard corridor area under the No Project Alternative would be provided by the Southern California Gas Company (The Gas Company). Development of individual development projects over time in the Specific Plan area under this alternative would require an estimated total demand of 1.5 million cubic feet/month of natural gas compared to 4.7 million cubic feet/month under the proposed Specific Plan. The Gas Company has adequate capacity to meet the future needs of development under either the No Project Alternative or the proposed Specific Plan. Therefore, similar to the proposed Specific Plan, impacts under this alternative would be less than significant. Since impacts to natural gas, service associated with the proposed Specific Plan would be less than significant; this alternative would not avoid or substantially lessen any impacts to natural gas services that would occur with the proposed Specific Plan.

### ***Hazardous Materials***

Impacts with regards to hazards and hazardous materials under the No Project Alternative would be similar to the proposed Specific Plan. However, this alternative would allow for the development of industrial uses which could increase the use of on-site hazardous materials or disposal of such hazardous materials compared to the proposed Specific Plan. Development of individual development projects over time in the Specific Plan area under the No Project Alternative would be required to comply with the

City's Municipal Code which provides guidance for the preparation of plans for the protection of persons and property within the City in the event of an emergency or a disaster involving hazardous materials incidents. In addition, demolition activities under this alternative would also be subject to standards set forth by existing regulations. Furthermore, development under the No Project Alternative would be required to implement similar mitigation measures as the proposed Specific Plan which requires that an on-site assessment be conducted if contaminated soil and/or groundwater are encountered during construction. Finally, all development that would occur under this alternative would be subject to individual environmental review and would be subject to CEQA Statute Section 21151.4 which ensures that development using or containing hazardous materials are not permitted within 0.25 mile of an existing school site. Therefore, impacts under the No Project Alternative would be less than significant, similar to the proposed Specific Plan. Since impacts from contaminated soil and/or groundwater under the proposed Specific Plan and the No Project Alternative would be reduced to a less than significant level, this alternative would not avoid or substantially lessen the significant hazards impacts that would result from the proposed Specific Plan.

### *Aesthetics*

The development of individual development projects over time in the Specific Plan area under the No Project Alternative would have a lesser potential to block or partially block some existing views of the mountains and hills that surround Thousand Oaks from the US 101 and SR-23 Freeways because current regulations limiting building heights to 35 feet would continue to apply. Therefore, unlike the proposed Specific Plan, development under the No Project Alternative would not be required to implement mitigation to avoid or lessen impacts to existing views. Since impacts to views under the proposed Specific Plan would be mitigated to a less than significant level and impacts to views under the No Project Alternative would be less than significant, this alternative would not avoid or substantially lessen any impacts to views that would occur with the proposed Specific Plan.

Neither this alternative nor the proposed Specific Plan would locate development within a state designated scenic highway corridor and with mitigation would not substantially damage scenic resources, such as trees, rock outcroppings, or historic buildings in a state scenic highway corridor. Development under the No Project Alternative would be guided by the existing standards and development guidelines of the Thousand Oaks General Plan and the Thousand Oaks Municipal Code. As development under this alternative would not be guided by the development standards contained in the proposed Specific Plan, enhanced building design and streetscape improvements along the Thousand Oaks Boulevard corridor would not occur. Finally, development the No Project Alternative would include similar sources of light and glare, and development under this alternative would be required to implement similar mitigation measures as the proposed Specific Plan to reduce light and glare impacts.

Therefore, similar to the proposed Specific Plan, impacts under the No Project Alternative would be less than significant. Since aesthetic impacts under the proposed Specific Plan and the No Project Alternative would be reduced to a less than significant level, this alternative would not avoid or substantially lessen the significant aesthetics impacts that would result from the proposed Specific Plan.

### ***Geotechnical***

Geotechnical impacts under the No Project Alternative would be similar to the proposed Specific Plan. Development of individual development projects over time in the Specific Plan area under this alternative would adhere to the City's Municipal Code and General Plan which contains measures and policies intended to mitigate potential geological hazards and soil related hazards. Therefore, similar to the proposed Specific Plan, impacts under the No Project Alternative would be less than significant. Since geotechnical impacts associated with the proposed Specific Plan and No Project Alternative would be less than significant, this alternative would not avoid or substantially lessen any geotechnical impacts that would occur with the proposed Specific Plan.

### ***Hydrology***

Impacts with regards to hydrology under the No Project Alternative would be similar to the proposed Specific Plan. Development of individual development projects over time in the Specific Plan area under this alternative would be required to follow the same regulations as development under the proposed Specific Plan. For example, development under the No Project Alternative would be required to comply with the current MS4 general National Pollutant Discharge Elimination System (NPDES) Permit for storm water discharges and urban runoff that requires on-site retention and treatment of runoff. In addition, future development under this alternative would not place additional demand on groundwater. Similar to the proposed Specific Plan, all development under the No Project Alternative would continue to utilize the existing storm water collection system, and would be required to pay applicable fees to maintain the system. Finally, as portions of the Thousand Oaks Boulevard corridor are located within the designated 100-year flood plain, development under this alternative would be required to comply with the requirements of the City's Municipal Code which includes mitigation measures designed to reduce potential damages to life and property resulting from flooding. Therefore, impacts under the No Project Alternative would be less than significant, similar to the proposed Specific Plan. Since impacts to hydrology associated with the proposed Specific Plan and No Project Alternative would be less than significant, this alternative would not avoid or substantially lessen any hydrology impacts that would occur with the proposed Specific Plan.

### ***Relationship of Alternative 1 to Specific Plan Objectives***

The No Project Alternative would generally not meet the objectives of the proposed Specific Plan for Thousand Oaks Boulevard. Specific objectives that would not be met include improving pedestrian connections and the pedestrian environment along Thousand Oaks Boulevard. In addition, flexible building heights would not be allowed in areas where the height does not create negative impacts to existing residential properties and revised building setback requirements to promote and encourage sensible street fronting commercial activities would not be implemented under the No Project Alternative. Furthermore, a mix of residential and commercial uses would not be allowed with this alternative. Finally, traffic improvements such as traffic calming devices and programs proposed with the Specific Plan might not be implemented under the No Project Alternative.

Concerning parking, implementation of this alternative would not encourage the placement of parking in the rear portion of properties, encourage the creation of diagonal parking on-street parking where appropriate, or create shared parking lots, structures or other creative parking alternatives. Other objectives that would not be implemented under the No Project Alternative include the facilitation and provision of an expedited process for the consolidation of properties along Thousand Oaks Boulevard, the coordination of development along the Thousand Oaks Boulevard corridor, and the streamlining of the permit process for properties within the Thousand Oaks Boulevard Redevelopment project area.

Certain procedural objectives of the proposed Specific Plan, as well as streetscape and traffic circulation improvements could be accomplished independently through City action or capital projects, even though no Specific Plan was adopted.

### **Alternative 2 – Downtown Focused Specific Plan**

The Downtown Focused Specific Plan Alternative (Downtown Alternative) would concentrate intensified land uses resulting from modified development standards such as building height, parking ratios, and mixed-use to Thousand Oaks Boulevard between the Route 23 Freeway and Hampshire Road. Added development in this central area would be about 55 percent greater than the additional development from the proposed Specific Plan. Development from the Downtown Alternative would result in approximately 68 percent less residential and non-residential development in the areas along Thousand Oaks Boulevard that are west or east of the “Downtown” area, as compared to the additional development from the proposed Specific Plan. Regulations related to setbacks, other site planning standards, permitted uses, and architectural guidelines would continue to apply throughout the Specific Plan area.

Overall, it is estimated that this alternative could result in an incremental increase of 337 dwelling units, 440,600 square feet of retail commercial, and 109,900 square feet of office commercial over and above the

amount that would occur with buildout of existing General Plan land use designations and zoning development standards. This represents approximately 90 percent of the residential development and about 95 percent of the non-residential development proposed under the proposed Specific Plan. Development that would occur with buildout of existing General Plan land use designation and zoning standards could occur anywhere within the Specific Plan area.

### ***Land Use***

With the Downtown Alternative, long-term development within the Thousand Oaks Boulevard corridor would be guided by the current Thousand Oaks General Plan. Similar to the proposed Specific Plan, development under this alternative would include commercial, industrial, residential, and open space uses, which are consistent with the General Plan. However, the amount of development under this alternative would be slightly less when compared to the proposed Specific Plan, as approximately 10 percent less residential development and about 5 percent less non-residential development would occur under the Downtown Alternative. In addition, this alternative would also allow mixed-use development. Similar to the proposed Specific Plan, the Downtown Alternative would not conflict with a General Plan policy that development should occur in low-lying areas with natural hills and mountains being preserved in open space. Since land use impacts associated with the proposed Specific Plan and Downtown Alternative would be less than significant, this alternative would not avoid or substantially lessen any land use impacts that would occur with the proposed Specific Plan.

### ***Traffic and Circulation***

Impacts to intersections within the Thousand Oaks Boulevard corridor area from development from the Downtown Alternative were analyzed in a traffic report prepared by RBF Consulting in April 2011. A complete copy of the traffic report is provided in **Appendix 4.2** of this EIR. As indicated in the traffic study, 7 intersections would not meet the City of Thousand Oaks Performance Criteria (LOS C or better) or City of Thousand Oaks Thresholds of Significance (an increase in V/C ratio of 2 percent or greater at intersections operating at LOS C or worse) under the Downtown Alternative, as compared to 9 intersections impacted under the proposed Specific Plan. Therefore, traffic from this alternative would result in a potentially significant impact. The traffic study identified mitigation measures that would reduce impacts at intersections from the Downtown Alternative. However, while proposed mitigation is available to ensure that implementation of this alternative would not result in any conflicts, at some surface street intersections these mitigation measures may conflict with the Specific Plan goal of creating a pedestrian-friendly environment. Therefore, similar to the proposed Specific Plan, certain impacts to intersections from this alternative would be significant and unavoidable. The addition of traffic from the Downtown Alternative would also result in significant and unavoidable cumulative impacts for similar

reasons. While traffic impacts associated with the Downtown Alternative would be slightly less than the proposed Specific Plan, this alternative would not avoid the significant project and cumulative traffic impacts that would result from the proposed Specific Plan.

Impacts to State Highway intersections within the Thousand Oaks Boulevard corridor area from the Downtown Alternative were also analyzed in the traffic report. As indicated in the traffic study, one State Highway intersection (Rancho Road/US 101 Southbound) would not operate within Caltrans measures of effectiveness (LOS C or better) in the AM and PM peak hours. The same State Highway intersection would also not operate within Caltrans measures of effectiveness under the proposed Specific Plan. However, this impact would only occur during the PM peak hour. As a result, traffic from this alternative would still result in a potentially significant impact. However, the traffic study identified a mitigation measure that would reduce the impact at this intersection to a less than significant level. Since the impact to the intersection of Rancho Road/US 101 Southbound under both the proposed Specific Plan and Downtown Alternative would be reduced to a less than significant level, this alternative would not avoid or substantially lessen the significant impact at this intersection that would result from the proposed Specific Plan.

Concerning cumulative impacts, the addition of traffic from the Downtown Alternative would also result in the intersection of Rancho Road/US 101 Southbound not operating within Caltrans measures of effectiveness during the AM and PM peak hours. In comparison, this same State Highway intersection would also not operate within Caltrans measures of effectiveness under the proposed Specific Plan, but only during the PM peak hour. In addition, similar to the proposed Specific Plan, the addition of traffic from this alternative would also result in two additional State Highway intersections not operating within Caltrans measures of effectiveness during the PM peak hour. The traffic study identifies mitigation that would reduce impacts at all three State Highway intersections to a less than significant level. Since impacts to these intersections under both the proposed Specific Plan and Downtown Alternative would be reduced to a less than significant level, this alternative would not avoid or substantially lessen the significant cumulative impacts to these intersections that would result from the proposed Specific Plan.

### *Air Quality/Climate Change*

The net increase in daily emissions resulting from the Downtown Alternative during construction could exceed daily thresholds recommended by the Ventura County Air Pollution Control District (VCAPCD). While the total duration of construction emissions would be slightly less under this alternative given that approximately 10 percent less residential development and about 5 percent less non-residential development would occur under this alternative, the maximum daily emissions could be similar to the

proposed Specific Plan if the same construction intensity was maintained. However, development under this alternative would be required to implement similar mitigation measures during construction as the proposed Specific Plan to minimize emissions during construction. As a result, construction under both scenarios would not contribute substantially to an existing or projected air quality violation in Ventura County, and these impacts would be reduced to a less than significant level. While the duration of construction emission associated with the Downtown Alternative would be slightly less than the proposed Specific Plan, this alternative would not avoid significant air quality impacts that would result from of the proposed Specific Plan.

The net increase in daily emissions resulting from the Downtown Alternative during operation could exceed daily thresholds recommended by the VCAPCD although daily emissions would be slightly less than the proposed Specific Plan as this alternative represents approximately 90 percent of the residential development and about 95 percent of the non-residential development proposed under the proposed Specific Plan. However, development under this alternative would be required to implement similar mitigation measures during operation as the proposed Specific Plan to minimize emissions. As a result, operation under both scenarios would not contribute substantially to an existing or projected air quality violation in Ventura County, and these impacts would be reduced to a less than significant level. While operational emissions associated with the Downtown Alternative would be slightly less than the proposed Specific Plan, this alternative would not avoid significant air quality impacts that would result from of the proposed Specific Plan.

Similar to the proposed Specific Plan, construction of individual development projects over time in the Specific Plan area under the Downtown Alternative would not expose sensitive receptors near roadway intersections to substantial pollutant concentrations. In addition, development under this alternative would not expose sensitive receptors to toxic air contaminants from stationary sources. However, similar to the proposed Specific Plan, development under the Downtown Alternative could expose nearby sensitive receptors to substantial concentrations of dust during construction and mobile source toxic air contaminants from the Highway 101 and SR-23 after individual development projects are built and occupied, depending on the proximity of these freeways. However, the total duration of dust emissions and the number of people exposed to mobile source toxic air contaminants would be slightly less under this alternative given that 10 percent less residential development and 5 percent less non-residential development would occur under the Downtown Alternative. However, development under this alternative would be required to implement similar mitigation measures during construction and design of individual development projects as would occur with the proposed Specific Plan. While dust emissions associated with the Downtown Alternative would be slightly less than the proposed Specific Plan and



slightly fewer people would be exposed to toxic air contaminants, this alternative would not avoid significant air quality impacts that would result from the proposed Specific Plan.

Similar to the proposed Specific Plan, the Downtown Alternative would result in direct annual emissions of GHGs during operation. This alternative would also result in indirect GHG emissions due to the utility demands (electricity, water, solid waste, and wastewater). However, as development under the Downtown Alternative would result in 10 percent less residential development and 5 percent less non-residential development, there would be a slight reduction in the generation of GHG emissions. However, despite this reduction, development under this alternative would likely result in GHG emissions that exceed 25,000 MTCO<sub>2</sub>e standard, similar to the proposed Specific Plan. As no feasible mitigation is available to sufficiently reduce GHG emissions, GHG emissions under both scenarios would be significant and unavoidable. In addition, the additional GHG emissions from the Downtown Alternative would also result in a significant and unavoidable cumulative impact for similar reasons, similar to the proposed Specific Plan. While GHG emissions associated with the Downtown Alternative would be substantially less than the proposed Specific Plan, this alternative would not avoid significant and unavoidable project-level and cumulative GHG impacts that would result from the proposed Specific Plan.

### *Noise*

Similar to the proposed Specific Plan, construction of individual development projects over time in the Specific Plan area under the Downtown Alternative would generate noise and ground borne vibration during construction. However, development under this alternative would be required to implement similar mitigation measures during construction as the proposed Specific Plan to insure the protection of sensitive receptors. As a result, construction noise under both scenarios would be reduced to a less than significant level. Since noise and ground borne vibration impacts during construction under the proposed Specific Plan and the Downtown Alternative would be reduced to a less than significant level, this alternative would not avoid or substantially lessen the noise and ground borne vibration impacts that would result from the proposed Specific Plan.

Noise generated by additional traffic from growth in the Specific Plan area under the Downtown Alternative would slightly decrease as development under this alternative would result in 10 percent less residential development and 5 percent less non-residential development along the Thousand Oaks Boulevard corridor. However, like the proposed Specific Plan, this alternative could result in a 3 dB(A) increase in the noise levels on affected roadway segments, which would be noticeable. However, this increase in noise would occur over an extended period of time and would be incremental. Therefore, like the proposed Specific Plan, this impact is considered to be less than significant. While traffic noise

associated with the Downtown Alternative would be slightly less than the proposed Specific Plan, this alternative would not avoid significant noise impacts that would result from the proposed Specific Plan.

Similar to the proposed Specific Plan, land uses under the Downtown Alternative would not be exposed to noise from Highway 101 and SR-23 in excess of City standards. Stationary sources of noise (i.e., rooftop equipment, loading docks, and parking lots) would be similar to the proposed Specific Plan. However, the number of stationary noise sources would be slightly reduced as development under this alternative would result in 10 percent less residential development and 5 percent less non-residential development along Thousand Oaks Boulevard. Development under this alternative would implement similar mitigation measures to reduce impacts to a less than significant level. While noise from stationary sources associated with the Downtown Alternative would be substantially less than the proposed Specific Plan, this alternative would not avoid or substantially lessen significant noise impacts that would result from the proposed Specific Plan.

### ***Biological Resources***

Impacts with regards to biological resources under the Downtown Alternative would be similar to the proposed Specific Plan. Development of individual development projects over time in the Specific Plan area under this alternative would be required to implement similar mitigation measures as the proposed Specific Plan to protect special-status species. In addition, development under the Downtown Alternative would not be located within an area identified in the nearest linkage design developed by the South Coast Missing Linkages Project (the Santa Monica-Sierra Madre Connection). Finally, all development under this alternative would be required to implement similar mitigation measures as the proposed Specific Plan to protect oak trees. Therefore, similar to the proposed Specific Plan, impacts to biological resources under the Downtown Alternative would be reduced to a less than significant level. Since impacts to special-status species and oak trees under the proposed Specific Plan and the Downtown Alternative would be reduced to a less than significant level, this alternative would not avoid or substantially lessen any significant impacts to biological resources that would result from the proposed Specific Plan.

### ***Cultural Resources***

Impacts with regards to cultural resources under the Downtown Alternative would be similar to the proposed Specific Plan. Development of individual development projects over time in the Specific Plan area under this alternative would be required to comply with the requirements of *State CEQA Guidelines* Section 15064.5, to assure that potential impacts to historical resources are mitigated to the extent feasible.

In addition, development under the Downtown Alternative would be required to implement similar mitigation measures as the proposed Specific Plan to insure the protection of any unknown archaeological or paleontological resources. Therefore, impacts to cultural resources under this alternative would be less than significant, similar to those impacts under the proposed Specific Plan. Since impacts to archaeological or paleontological resources under the proposed Specific Plan and the Downtown Alternative would be reduced to a less than significant level, this alternative would not avoid or substantially lessen any significant impacts to cultural resources that would result from the proposed Specific Plan.

### ***Water Supply***

The growth projected in the Specific Plan area under the Downtown Alternative would result in an increased demand of approximately 598 afy of water compared to 610 afy for the growth projected under the proposed Specific Plan. The Water Supply Assessment concluded the City has sufficient water supplies available to meet this increased demand that would result from the proposed Specific Plan. For this reason, the impact of the Specific Plan project on the City's water supplies is not significant, and the reduced impact of this alternative would also not be significant. The impact of the projected growth in the Specific Plan area under both this alternative and the proposed Specific Plan on the City's water delivery system would also not be significant as the water supply lines serving the Thousand Oaks Boulevard area are in good condition, meet current demands while maintaining adequate water pressure, and any improvements needed to maintain adequate service will be identified and required by the City as individual projects in the Specific Plan area are reviewed and approved. Since impacts to water supply and infrastructure associated with the proposed Specific Plan and this alternative would be less than significant, this alternative would not avoid or substantially lessen any significant impact to water supply that would occur with the proposed Specific Plan.

### ***Solid Waste***

Solid waste that would be generated by development under the Downtown Alternative would be disposed of in the Simi Valley Landfill and Recycling (SVLRC). Development of individual development projects over time in the Specific Plan area under this alternative would generate 3.01 tpd compared to 3.16 tpd under the proposed Specific Plan. The landfill has sufficient capacity to serve development under the Downtown Alternative. Therefore, impacts to solid waste services would be less than significant under this alternative, similar to the proposed Specific Plan. Since impacts to solid waste services associated with the proposed Specific Plan and the Downtown Alternative would be less than significant, this alternative would not avoid or substantially lessen any impacts to solid waste services that would occur with the proposed Specific Plan.

## ***Public Services***

### **Fire Protection Services**

The VCFPD would continue to provide fire suppression and emergency response service to the Thousand Oaks Boulevard corridor area under the Downtown Alternative and development under this alternative would continue to be served by Battalion 3 of the VCFPD with Fire Stations 30 and 31 being the closest stations and usually providing primary response. The Downtown Alternative would include residential development, and therefore would contribute to a slight increase in the existing firefighter-to-resident ratio of 1 firefighter per 3,400 residents. However, the firefighter-to-resident ratio under this alternative would be within VCFPD standards, similar to the proposed Specific Plan. In addition, response times to calls for service associated with increased development in the Specific Plan area under this alternative may well be as good or better than the Citywide average given the central location of the Specific Plan area in the City with easy access from freeways and arterial streets, similar to the project. Therefore, similar to the proposed Specific Plan, impacts to fire protection services would be less than significant. Since impacts to fire protection services associated with the proposed Specific Plan and the Downtown Alternative would be less than significant, this alternative would not avoid or substantially lessen any impacts to fire services that would occur with the proposed Specific Plan.

### **Police Protection Services**

The Ventura County Sheriff's Department would continue to provide law enforcement services to the Thousand Oaks Boulevard corridor area under the Downtown Alternative, and development under this alternative would continue to be served by the Thousand Oaks Police Department Headquarters located at 2101 East Olsen Road. The Downtown Alternative would include residential development, and therefore would contribute to a slight increase in the existing officer-to-population ratio of 1 officer per 3,100 residents. Therefore, the officer-to-population ratio would be within the Thousand Oaks Police Department standards, similar to the proposed Specific Plan. In addition, response times to calls for service associated with increased development in the Specific Plan area under this alternative may be as good or better than the Citywide average given the central location of the Specific Plan area in the City with easy access from freeways and arterial streets, similar to the project. Therefore, impacts to police protection services would be less than significant, similar to the proposed Specific Plan. Since impacts to police services associated with the proposed Specific Plan and the Downtown Alternative would be less than significant, this alternative would not avoid or substantially lessen any impacts to police protection services that would occur with the proposed Specific Plan.

### **Educational Services**

The CVUSD would continue to provide services to the Thousand Oaks Boulevard corridor area under the Downtown Alternative, and development under this alternative would be served by Conejo Elementary School, Colina Middle School, and Westlake High School. Similar to the proposed Specific Plan, development under the Downtown Alternative includes new residential units. As a result, an additional 101 students would be generated under this alternative compared to 113 under the proposed Specific Plan. Conejo Elementary School, Colina Middle School, and Westlake High School could accommodate the increased amount of students generated by both the Downtown Alternative and the proposed Specific Plan; therefore, impacts to educational services under both scenarios would be less than significant. Since impacts to educational services associated with the proposed Specific Plan and the Downtown Alternative would be less than significant, this alternative would not avoid or substantially lessen any impacts to educational services that would occur with the proposed Specific Plan.

### **Parks and Recreational Services**

The CRPD would continue to provide parks and recreational services to the Thousand Oaks Boulevard corridor area under the Downtown Alternative. According to the CPRD, the amount of park space in the area is currently deficient to serve the existing population. Similar to the proposed Specific Plan, this alternative would include the development of additional residential units within the Thousand Oaks Boulevard corridor area and therefore would increase the park acreage-to-resident deficiencies that currently exist in Zone I and IV of the CRPD. However all development under both the Downtown Alternative and the proposed Specific Plan would be subject to the requirements of the City's Quimby Act (Parkland Dedication) Ordinance. Through the implementation of the measures set forth in the Municipal Code, development under this alternative and the proposed Specific Plan would satisfy the City's and CRPD's parks and recreational services requirements. Therefore, impacts to parks and recreational services under the Downtown Alternative would be less than significant, similar to the proposed Specific Plan. Since impacts to parks and recreational services associated with the proposed Specific Plan and the Downtown Alternative would be less than significant, this alternative would not avoid or substantially lessen any impacts to parks and recreational services that would occur with the proposed Specific Plan.

### **Wastewater Services**

All wastewater that would be generated within the Thousand Oaks Boulevard corridor area under the Downtown Alternative would be treated at the Hill Canyon Wastewater Treatment Plant (HCTP) in the northwestern part of the City. Development of individual development projects over time in the Specific

Plan area under this alternative would generate a total of 0.18 million gallons of wastewater per day (mgd) compared to 0.19 mgd under the proposed Specific Plan. The City's wastewater treatment plant has adequate capacity to serve development under the Downtown Alternative. In addition, capacity upgrades to the wastewater collection system are not required under either this alternative or the proposed Specific Plan. Therefore, similar to the proposed Specific Plan, impacts to wastewater services under the Downtown Alternative would be less than significant. Since impacts to wastewater services associated with the proposed Specific Plan and the Downtown Alternative would be less than significant, this alternative would not avoid or substantially lessen any impacts to wastewater services that would occur with the proposed Specific Plan.

### **Electrical and Natural Gas Services**

Electrical service in the Thousand Oak Boulevard corridor area under the Downtown Alternative would be provided by SCE. Development of individual development projects over time in the Specific Plan are under this alternative would require an estimated total demand of 20.2 million kW/hrs/yr. compared to 21.1 million kW/hrs/yr. Under the Downtown Alternative and the proposed Specific Plan, SCE will monitor the power situation within its service area and obtain firm contracts with out-of-state electrical suppliers as necessary to ensure adequate electrical supply. Therefore, impacts under this alternative would be less than significant, similar to the proposed Specific Plan. Since impacts to electrical service associated with the proposed Specific Plan and the Downtown Alternative would be less than significant, this alternative would not avoid or substantially lessen any impacts to electrical service that would occur with the proposed Specific Plan.

Natural Gas service in the Thousand Oak Boulevard corridor area under the Downtown Alternative would be provided by the Gas Company. Development of individual development projects over time in the Specific Plan are under this alternative would require an estimated total demand of 4.4 million cubic feet/month of natural gas compared to 4.7 million cubic feet/month under the proposed Specific Plan. The Gas Company has adequate capacity to meet the future needs of development under either the Downtown Alternative or the proposed Specific Plan. Therefore, similar to the proposed Specific Plan, impacts under Alternative 2 would be less than significant. Since impacts to natural gas service associated with the proposed Specific Plan and the Downtown Alternative would be less than significant, this alternative would not avoid or substantially lessen any impacts to natural gas service that would occur with the proposed Specific Plan.

### ***Hazardous Materials***

Impacts with regards to hazards and hazardous materials under the Downtown Alternative would be similar to the proposed Specific Plan. Development of individual development projects over time in the Specific Plan area under this alternative would be required to comply with the City's Municipal Code which provides guidance for the preparation of plans for the protection of persons and property within the City in the event of an emergency or a disaster involving hazardous materials incidents. In addition, demolition activities under the Downtown Alternative would also be subject to standards set forth by the Asbestos Hazard Emergency Response Act (AHERA), the California Code of Regulations (CCR), and the City of Thousand Oaks Municipal Code. Furthermore, development under this alternative would be required to implement similar mitigation measures as the proposed Specific Plan which requires that an on-site assessment be conducted if contaminated soil and/or groundwater are encountered during construction. Finally, all development that would occur under the Downtown Alternative would be subject to individual environmental review and would be subject to CEQA Statute Section 21151.4 which ensures that development using or containing hazardous materials are not permitted within 0.25 mile of an existing school site. Therefore, impacts under this alternative would be less than significant, similar to the proposed Specific Plan. Since impacts from contaminated soil and/or groundwater under the proposed Specific Plan and the Downtown Alternative would be reduced to a less than significant level, this alternative would not avoid or substantially lessen any significant hazards impacts that would result from the proposed Specific Plan.

### ***Aesthetics***

Similar to the proposed Specific Plan, the development of individual development projects over time in the Specific Plan area under the Downtown Alternative could block or partially block some existing views from the US 101 and SR-23 Freeways of the mountains and hills that surround Thousand Oaks, although impacts to views under this alternative would be limited to the area along the Thousand Oaks Boulevard corridor between the SR-23 overpass and Hampshire Road. In addition, while development under the Downtown Alternative would result in 10 percent less residential development and 5 percent less non-residential development, the building density under Alternative 2 would be higher than that of the proposed Specific Plan due to its location in a smaller footprint, thus further potentially affecting views. However, similar to the proposed Specific Plan, development under the Downtown Alternative would be required to implement mitigation to avoid or lessen impacts to existing views. Since impacts to views under the proposed Specific Plan and the Downtown Alternative would be mitigated to a less than significant level, this alternative would not avoid or substantially lessen any impacts to views that would occur with the proposed Specific Plan.

Neither the Downtown Alternative nor the proposed Specific Plan would locate development within a state designated scenic highway corridor and with mitigation thus would not substantially damage scenic resources, such as trees, rock outcroppings or historic buildings in a state scenic highway corridor. Similar to the proposed Specific Plan, development under this alternative would be guided by the development standards contained in the proposed Specific Plan, thus resulting in enhanced building design and streetscape improvements along the Thousand Oaks Boulevard corridor. Finally, development under the Downtown Alternative would include similar sources of light and glare, although impacts from light and glare would be limited to the area along the Thousand Oaks Boulevard corridor between the SR-23 overpass and Conejo School Road. Development under this alternative would be required to implement similar mitigation measures as the proposed Specific Plan to reduce light and glare impacts. Therefore, similar to the proposed Specific Plan, impacts under the Downtown Alternative would be less than significant. Since aesthetic impacts under the proposed Specific Plan and the Downtown Alternative would be reduced to a less than significant level, this alternative would not avoid or substantially lessen any significant aesthetics impacts that would result from the proposed Specific Plan.

### ***Geotechnical***

Geotechnical impacts under the Downtown Alternative would be similar to the proposed Specific Plan. Development of individual development projects over time in the Specific Plan area under this alternative would adhere to the City's Municipal Code and General Plan which contains measures and policies intended to mitigate potential geological hazards and soil related hazards. Therefore, similar to the proposed Specific Plan, impacts under the Downtown Alternative would be less than significant. Since geotechnical impacts associated with the proposed Specific Plan and the Downtown Alternative would be less than significant, this alternative would not avoid or substantially lessen any geotechnical impacts that would occur with the proposed Specific Plan.

### ***Hydrology***

Impacts with regards to hydrology under the Downtown Alternative would be similar to the proposed Specific Plan. Development of individual development projects over time in the Specific Plan area under this alternative would be required to follow the same regulations as development under the proposed Specific Plan. For example, development under the Downtown Alternative would be required to comply with the current MS4 general NPDES Permit for storm water discharges and urban runoff which requires on-site retention and treatment of runoff. In addition, future development under this alternative would not place additional demand on groundwater. Similar to the proposed Specific Plan, all development under the Downtown Alternative would continue to utilize the existing storm water collection system,



and would be required to pay applicable fees to maintain the system. Finally, while portions of the Thousand Oaks Boulevard corridor are located within the designated 100-year floodplain, the portion of the Thousand Oaks Boulevard corridor between SR-23 overpass and Hampshire Road is not located within the floodplain. Therefore, development under this alternative would not be subject to the requirements of the City's Municipal Code with regards to flooding. Therefore, impacts under the Downtown Alternative would be less than significant, similar to the proposed Specific Plan. Since impacts to hydrology associated with the proposed Specific Plan and the Downtown Alternative would be less than significant, this alternative would not avoid or substantially lessen any hydrology impacts that would occur with the proposed Specific Plan.

### ***Relationship of Alternative 2 to Specific Plan Objectives***

The Downtown Alternative would result in all of the Specific Plan objectives being obtained, although more intensive development would be focused on the area along the Thousand Oaks Boulevard corridor between the SR-23 overpass and Hampshire Road.

As a result, implementation of this alternative would improve pedestrian connections and conditions along all of Thousand Oaks Boulevard, however flexible building heights would be allowed to a greater degree between the SR-23 overpass and Hampshire Road. Furthermore, a mix of residential and commercial uses would be allowed to a greater degree in the area between the SR-23 overpass and Hampshire Road with this alternative.

Along the entire Thousand Oaks Boulevard corridor, traffic improvements such as traffic calming devices and programs would be implemented under the Downtown Alternative. In addition, revised building setbacks requirements to promote and encourage sensible street fronting commercial activities would be implemented within the entire Specific Plan area with this alternative. Concerning parking, implementation of the Downtown Alternative would encourage the placement of parking in the rear portion of properties, encourage the creation of diagonal parking on-street parking where appropriate, and create shared parking lots, structures or other creative parking alternatives along the entire Thousand Oaks Boulevard corridor, however it is expected that such improvements would be more necessary and feasible in the Downtown area, and thus be more likely to occur there. Other objectives that would be implemented within the entire Specific Plan area under this alternative include the facilitation and provision of an expedited process for the consolidation of properties along Thousand Oaks Boulevard, the coordination of development along the Thousand Oaks Boulevard corridor, and the streamlining of the permit process for properties within the Thousand Oaks Boulevard Redevelopment project area.

### **Alternative 3 – Reduced Development Intensity**

The Reduced Development Intensity Alternative would restrict building heights to three stories, and reduce the intensity of additional development throughout the Specific Plan area. Freestanding and mixed-use residential would be allowed. It is estimated that this alternative could result in an incremental increase of 186 dwelling units, 244,800 square feet of retail commercial, and 61,000 square feet of office commercial over and above the amount which would occur with buildout of existing General Plan land use designations and zoning standards. This represents approximately 50 percent of the residential development and about 75 percent of the non-residential future development under the proposed Specific Plan, which includes both General Plan buildout and the additional development from the proposed Specific Plan.

#### ***Land Use***

With the Reduced Development Intensity Alternative, long-term development within the Thousand Oaks Boulevard corridor would be guided by the current Thousand Oaks General Plan. Similar to the proposed Specific Plan, development under this alternative would include commercial, industrial, residential, and open space uses, which are consistent with the General Plan. However, the amount of development under this alternative would be less when compared to the proposed Specific Plan, as approximately 50 percent less residential development and about 25 percent less non-residential development would occur under the Reduced Development Intensity Alternative. In addition, the Reduced Development Intensity Alternative would allow mixed-use development. Similar to the proposed Specific Plan, this alternative would not conflict with a General Plan policy that development should occur in low-lying area with natural hills and mountains being preserved in open space. Since land use impacts associated with the proposed Specific Plan and Reduced Development Intensity Alternative would be less than significant, this alternative would not avoid or substantially lessen any land use impacts that would occur with the proposed Specific Plan.

#### ***Traffic and Circulation***

Impacts to surface street intersections within the Thousand Oaks Boulevard corridor area from development under the Reduced Development Intensity Alternative were analyzed in a traffic report prepared by RBF Consulting in April 2011. A complete copy of the traffic report is provided in **Appendix 4.2** of this EIR. As indicated in the traffic study, six surface street intersections would not operate within City of Thousand Oaks Performance Criteria (LOS C or better) or would exceed City of Thousand Oaks Thresholds of Significance (an increase in V/C ratio of 2 percent or greater at intersections operating at LOS C or worse) under the Reduced Development Intensity Alternative compared to nine

intersections that would be impacted by the proposed Specific Plan. Therefore, traffic under this alternative would result in a potentially significant impact. The traffic study identified mitigation measures that would reduce impacts at these intersections, however, this mitigation may conflict with the Specific Plan goal of providing a more pedestrian-friendly environment. Therefore, similar to the proposed Specific Plan, impacts to surface street intersections under this alternative would be significant and unavoidable. The addition of traffic from the Reduced Development Intensity Alternative would also result in significant and unavoidable cumulative impacts for similar reasons. While traffic impacts associated with the Reduced Development Intensity Alternative would be less than the proposed Specific Plan, this alternative would not avoid the significant and unavoidable project and cumulative traffic impacts that would result from the proposed Specific Plan.

Impacts to State Highway intersections within the Thousand Oaks Boulevard corridor area from development of the Reduced Development Intensity Alternative were also analyzed in the traffic report. As indicated in the traffic study, one State Highway intersection (Rancho Road/US 101 Southbound) would not operate within Caltrans measures of effectiveness (LOS C or better) in the PM peak hour. The same State Highway intersection would also not operate within Caltrans measures of effectiveness during the PM peak hour under the proposed Specific Plan. As a result, traffic from this alternative would still result in a potentially significant impact. However, the traffic study identified a mitigation measure that would reduce the impact to this intersection to a less than significant level. Since the impact to the intersection of Rancho Road/US 101 Southbound under both the proposed Specific Plan and the Reduced Development Intensity Alternative would be reduced to a less than significant level, this alternative would not avoid or substantially lessen the significant impact of the Specific Plan at this intersection.

Concerning cumulative impacts, the addition of traffic from the Reduced Development Intensity Alternative would also result in the intersection of Rancho Road/US 101 Southbound not operating within Caltrans measures of effectiveness during the PM peak hour. In comparison, the same State Highway intersection would also not operate within Caltrans measures of effectiveness under the proposed Specific Plan during the PM peak hour. In addition, similar to the proposed Specific Plan, the addition of traffic from this alternative would also result in two additional State Highway intersections not operating under Caltrans measures of effectiveness during the PM peak hour. The traffic study identifies mitigation that would reduce impacts at all three State Highway intersections to a less than significant level, similar to the proposed Specific Plan. Since impacts to these intersections under both the proposed Specific Plan and Downtown Alternative would be reduced to a less than significant level, this alternative would not avoid or substantially lessen the significant cumulative impacts to these intersections that would result from the proposed Specific Plan.

### *Air Quality/Climate Change*

The net increase in daily emissions resulting from the Reduced Development Intensity alternative during construction could exceed daily thresholds recommended by the VCAPCD. While the total duration of construction emissions would be less under this alternative given that approximately 50 percent less residential development and about 25 percent less non-residential development would occur under this alternative, the maximum daily emissions could be similar to the proposed Specific Plan if the same construction intensity was maintained. However, development under this alternative would be required to implement similar mitigation measures during construction as the proposed Specific Plan to minimize emissions during construction. As a result, construction under both scenarios would not contribute substantially to an existing or projected air quality violation in Ventura County, and these impacts would be reduced to a less than significant level. While the duration of construction emission associated with the Reduced Development Intensity Alternative would be less than the proposed Specific Plan, this alternative would not avoid significant air quality impacts that would result from of the proposed Specific Plan.

The net increase in daily emissions resulting from the Reduced Development Intensity Alternative during construction and operation could exceed daily thresholds recommended by the VCAPCD although daily emissions would be less than the proposed Specific Plan as this alternative represents approximately 50 percent of the residential development and about 75 percent of the non-residential development proposed under the proposed Specific Plan. However, development under this alternative would be required to implement similar mitigation measures during operation as the proposed Specific Plan to minimize emissions. As a result, operation under both scenarios would not contribute substantially to an existing or projected air quality violation in Ventura County, and these impacts would be reduced to a less than significant level. While operational emissions associated with the Reduced Development Intensity Alternative would be less than the proposed Specific Plan, this alternative would not avoid significant air quality impacts that would result from of the proposed Specific Plan.

Similar to the proposed Specific Plan, construction of individual development projects over time in the Specific Plan area development under the Reduced Development Intensity Alternative would not expose sensitive receptors near roadway intersections to substantial pollutant concentrations. In addition, development under this alternative would not expose sensitive receptors to toxic air contaminants from stationary sources. However, similar to the proposed Specific Plan, development under the Reduced Development Intensity Alternative could expose nearby sensitive receptors to substantial concentrations of dust during construction and mobile source toxic air contaminants from the Highway 101 and SR-23 after individual development projects are built and occupied, depending on the proximity of these freeways. However, the total duration of dust emissions and the number of people exposed to mobile

source toxic air contaminants would be less under this alternative given that 50 percent less residential development and 25 percent less non-residential development would occur under the Reduced Development Intensity Alternative. However, development under this alternative would be required to implement similar mitigation measures during construction and design of individual development projects as would occur with the proposed Specific Plan. While dust emissions associated with the Reduced Intensity Alternative would be less than the proposed Specific Plan and fewer people would be exposed to toxic air contaminants, this alternative would not avoid significant air quality impacts that would result from the proposed Specific Plan.

Similar to the proposed Specific Plan, the Reduced Development Intensity Alternative would result in direct annual emissions of GHGs during operation. This alternative would also result in indirect GHG emissions due to the utility demands (electricity, water, solid waste, and wastewater). However, as development under the Reduced Development Intensity Alternative would result in 50 percent less residential development and 25 percent less non-residential development along the Thousand Oaks Boulevard corridor, there would be a reduction in the generation of GHG emissions. However, despite this reduction, development under this alternative would likely result in GHG emissions that exceed 25,000 MTCO<sub>2</sub>e standard, similar to the proposed Specific Plan. As no feasible mitigation is available to reduce GHG emissions, GHG emissions under both scenarios would be significant and unavoidable. In addition, the additional GHG emissions from the Reduced Development Intensity Alternative would also result in a significant and unavoidable cumulative impact for similar reasons, similar to the proposed Specific Plan. While GHG emissions associated with the Reduced Development Intensity Alternative would be substantially less than the proposed Specific Plan, this alternative would not avoid significant and unavoidable project-level and cumulative GHG impacts that would result from the proposed Specific Plan.

### *Noise*

Similar to the proposed Specific Plan, construction of individual development projects over time in the Specific Plan area under the Reduced Development Intensity Alternative would generate noise and ground borne vibration during construction. However, development under this alternative would be required to implement similar mitigation measures during construction as the proposed Specific Plan to insure the protection of sensitive receptors. As a result, construction noise under both scenarios would be reduced to a less than significant level. Since noise and ground borne vibration impacts during construction under the proposed Specific Plan and the Reduced Development Intensity Alternative would be reduced to a less than significant level, this alternative would not avoid or substantially lessen these potential impacts.

Noise generated by additional traffic from growth in the Specific Plan area under the Reduced Development Intensity Alternative would decrease as development under this alternative would result in 50 percent less residential development and 25 percent less non-residential development along the Thousand Oaks Boulevard corridor. However, like the proposed Specific Plan, this alternative could result in a 3 dB(A) increase in the noise levels on affected roadway segments, which would be noticeable. However, this increase in noise would occur over an extended period of time and would be incremental. Therefore, like the proposed Specific Plan, this impact is considered to be less than significant. As a result, noise impacts from traffic under the Reduced Development Intensity Alternative would not be substantially less than the proposed Specific Plan. While traffic noise associated with the Reduced Development Intensity Alternative would be less than the proposed Specific Plan, this alternative would not avoid or substantially lessen significant noise impacts that would result from of the proposed Specific Plan.

Similar to the proposed Specific Plan, land uses under the Reduced Development Intensity Alternative would not be exposed to noise from Highway 101 and SR-23 in excess of City standards. Stationary sources of noise (i.e., rooftop equipment, loading docks, and parking lots) would be similar to the proposed Specific Plan. However, the number of stationary noise sources would be reduced as development under this alternative would result in 50 percent less residential development and 25 percent less non-residential development along the Thousand Oaks Boulevard corridor. Development under the Reduced Development Intensity Alternative would implement similar mitigation measure to reduce impacts to a less than significant level. While noise from stationary sources associated with the Reduced Development Intensity Alternative would be substantially less than the proposed Specific Plan, this alternative would not avoid significant noise impacts that would result from of the proposed Specific Plan.

### ***Biological Resources***

Impacts with regards to biological resources under the Reduced Development Intensity Alternative would be similar to the proposed Specific Plan. Development of individual development projects over time in the Specific plan area under this alternative would be required to implement similar mitigation measures as the proposed Specific Plan to protect special-status species. In addition, development under the Reduced Development Intensity Alternative would not locate within an area identified in the nearest linkage design developed by the South Coast Missing Linkages Project (the Santa Monica-Sierra Madre Connection). Finally, all development under this alternative would be required to implement similar mitigation measures as the proposed Specific Plan to protect oak trees. Therefore, similar to the proposed Specific Plan, impacts to biological resources under the Reduced Development Intensity Alternative would be less reduced to a less than significant level. Since impacts to special-status species and oak trees

under the proposed Specific Plan and the Reduced Development Intensity Alternative would be reduced to a less than significant level, this alternative would not avoid or substantially lessen any significant impacts to biological resources that would result from the proposed Specific Plan.

### ***Cultural Resources***

Impacts with regards to cultural resources under the Reduced Development Intensity Alternative would be similar to the proposed Specific Plan. Development of individual development projects over time in the Specific Plan area under this alternative would be required to comply with the requirements of *State CEQA Guidelines* Section 15064.5, to assure that potential impacts to historical resources are mitigated to the extent feasible. In addition, development under the Reduced Development Intensity Alternative would be required to implement similar mitigation measures as the proposed Specific Plan to insure the protection of any unknown archaeological or paleontological resources. Therefore, impacts to cultural resources under this alternative would be less than significant, similar to those impacts under the proposed Specific Plan. Since impacts to archaeological or paleontological resources under the proposed Specific Plan and the Reduced Development Intensity Alternative would be reduced to a less than significant level, this alternative would not avoid or substantially lessen any significant impacts to cultural resources that would result from the proposed Specific Plan.

### ***Water Supply***

Water demand for the growth projected for the Reduced Development Intensity Alternative would be 546 acre-feet of water per year compared to 610 acre-feet under the proposed Specific Plan. As the impact of the Specific Plan project on the City's water supplies is not significant, the impact of this alternative would also not be significant. The impact of the projected growth in the Specific Plan area under both this alternative and the proposed Specific Plan on the City's water delivery system would also not be significant as the water supply lines serving the Thousand Oaks Boulevard area are in good condition and meet current demands while maintaining adequate water pressure. Since impacts to water supply and infrastructure associated with the proposed Specific Plan and this alternative would be less than significant, this alternative would not avoid or substantially lessen any significant impact to water supply that would occur with the proposed Specific Plan.

### ***Solid Waste***

Solid waste that would be generated by development under the Reduced Development Intensity Alternative would be disposed of in the SVLRC. Development of individual development projects over time in the Specific Plan area under this alternative would generate 2.39 tpd compared to 3.16 tpd. The landfill has sufficient capacity to serve development under the Reduced Development Intensity

Alternative. Therefore, impacts to solid waste services would be less than significant under this alternative, similar to the proposed Specific Plan. Since impacts to solid waste services associated with the proposed Specific Plan and the Reduced Development Intensity Alternative would be less than significant, this alternative would not avoid or substantially lessen any impacts to solid waste services that would occur with the proposed Specific Plan.

## ***Public Services***

### **Fire Protection Services**

The VCFPD would continue to provide fire suppression and emergency response service to the Thousand Oaks Boulevard corridor area under the Reduced Development Intensity Alternative, and development under this alternative would continue to be served by Battalion 3 of the VCFPD with Fire Stations 30 and 31 being the closest stations and usually providing primary response. The Reduced Development Intensity Alternative would include residential development, and therefore would contribute to an increase in the existing firefighter-to-resident ratio of 1 firefighter per 3,400 residents. However, the firefighter-to-resident ratio under this alternative would be within VCFPD standards, similar to the proposed Specific Plan. In addition, response times to calls for service associated with increased development in the Specific Plan area under this alternative may well be as good or better than the Citywide average given the central location of the Specific Plan area in the City with easy access from freeways and arterial streets, similar to the project. Therefore, similar to the proposed Specific Plan, impacts to fire protection services would be less than significant. Since impacts to fire services associated with the proposed Specific Plan and the Reduced Development Intensity Alternative would be less than significant, this alternative would not avoid or substantially lessen any impacts to fire services that would occur with the proposed Specific Plan.

### **Police Protection Services**

The Ventura County Sheriff's Department would continue to provide law enforcement services to the Thousand Oaks Boulevard corridor area under the Reduced Development Intensity Alternative, and development under this alternative would continue to be served by the Thousand Oaks Police Department Headquarters located at 2101 East Olsen Road. The Reduced Development Intensity Alternative would include residential development, and therefore would contribute to an increase in the existing officer-to-population ratio to 1 officer per 3,100 residents. However, the officer-to-population ratio would be within the Thousand Oaks Police Department standards, similar to the proposed Specific Plan. In addition, response times to calls for service associated with increased development in the Specific Plan area under this alternative may well be as good or better than the Citywide average given the central



location of the Specific Plan area in the City with easy access from freeways and arterial streets, similar to the project. Therefore, impacts to police protection services would be less than significant, similar to the proposed Specific Plan. Since impacts to police services associated with the proposed Specific Plan and the Reduced Development Intensity Alternative would be less than significant, this alternative would not avoid or substantially lessen any impacts to police protection services that would occur with the proposed Specific Plan.

### **Educational Services**

The CVUSD would continue to provide services to the Thousand Oaks Boulevard corridor area under the Reduced Development Intensity Alternative, and development under this alternative would be served by Conejo Elementary School, Colina Middle School and Westlake High School. Similar to the proposed Specific Plan, development under the Reduced Development Intensity Alternative includes new residential units. As a result, an additional 56 students would be generated under this alternative compared to 113 under the proposed Specific plan. Conejo Elementary School, Colina Middle School and Westlake High School could accommodate the increased amount of students generated by both the Reduced Development Intensity Alternative and the proposed Specific Plan; therefore, impacts to educational services under both scenarios would be less than significant. Since impacts to educational services associated with the proposed Specific Plan and the Reduced Development Intensity Alternative would be less than significant, this alternative would not avoid or substantially lessen any impacts to educational services that would occur with the proposed Specific Plan.

### **Parks and Recreational Services**

The CRPD would continue to provide parks and recreational services to the Thousand Oaks Boulevard corridor area under the Reduced Development Intensity Alternative. According to the CRPD, the amount of park space in the area is currently deficient to serve the existing population. Similar to the proposed Specific Plan, this alternative would include the development of additional residential units within the Thousand Oaks Boulevard corridor area and therefore would increase the park acreage-to-resident deficiencies that currently exist in Zone I and IV of the CRPD. However all development under both the Reduced Development Intensity Alternative and the proposed Specific Plan would be subject to the requirements of the City's Quimby Act (Parkland Dedication) Ordinance. Through the implementation of the measures set forth in the Municipal Code, development under this alternative and the proposed Specific Plan would satisfy the City's and CRPD's parks and recreational services requirements. Therefore, impacts to parks and recreational services under the Reduced Development Intensity Alternative would be less than significant, similar to the proposed Specific Plan. Since impacts to parks and recreational services associated with the proposed Specific Plan and the Reduced Development

Intensity Alternative would be less than significant, this alternative would not avoid or substantially lessen any impacts to parks and recreational services that would occur with the proposed Specific Plan.

### **Wastewater Services**

All wastewater that would be generated within the Thousand Oaks Boulevard corridor area under the Reduced Development Intensity Alternative would be treated at the HCTP in the northwestern part of the City. Development of individual development projects over time in the Specific Plan area under this alternative would generate a total of 0.141 mgd compared to 0.19 mgd under the proposed Specific Plan. The City's wastewater treatment plant has adequate capacity to serve development under the Reduced Development Intensity Alternative. In addition, capacity upgrades to the wastewater collection system are not required under either this alternative or the proposed Specific Plan. Therefore, similar to the proposed Specific Plan, impacts to wastewater services under the Reduced Development Intensity Alternative would be less than significant. Since impacts to wastewater services associated with the proposed Specific Plan and the Reduced Development Intensity Alternative would be less than significant, this alternative would not avoid or substantially lessen any impacts to wastewater services that would occur with the proposed Specific Plan.

### **Electrical and Natural Gas Services**

Electrical service in the Thousand Oak Boulevard corridor area under the Reduced Development Intensity Alternative would be provided by SCE. Development of individual development projects over time in the Specific Plan are under this alternative would require an estimated total demand of 17.2 million kW/hrs/yr compared to 21.1 million Kw/hrs/yr under the proposed Specific Plan. Under the Reduced Development Intensity Alternative and the proposed Specific Plan, SCE will monitor the power situation within its service area and obtain firm contracts with out-of-state electrical suppliers as necessary to ensure adequate electrical supply. Therefore, impacts under this alternative would be less than significant, similar to the proposed Specific Plan. Since impacts to electrical service associated with the proposed Specific Plan and the Reduced Development Intensity Alternative would be less than significant, this alternative would not avoid or substantially lessen any impacts to electrical service that would occur with the proposed Specific Plan.

Natural Gas service in the Thousand Oak Boulevard corridor area under the Reduced Development Intensity Alternative would be provided by the Gas Company. Development of individual development projects over time in the Specific Plan are under this alternative would require an estimated total demand of 3.5 million cubic feet/month of natural gas compared to 4.7 million cubic feet/month. The Gas Company has adequate capacity to meet the future needs of development under either the Reduced

Development Intensity Alternative or the proposed Specific Plan. Therefore, similar to the proposed Specific Plan, impacts under this alternative would be less than significant. Since impacts to natural gas service associated with the proposed Specific Plan and the Reduced Development Intensity Alternative would be less than significant, this alternative would not avoid or substantially lessen any impacts to natural gas service that would occur with the proposed Specific Plan.

### ***Hazardous Materials***

Impacts with regards to hazards and hazardous materials under the Reduced Development Intensity Alternative would be similar to the proposed Specific Plan. Development of individual development projects over time in the Specific Plan are under this alternative would be required to comply with the City's Municipal Code which provides guidance for the preparation of plans for the protection of persons and property within the City in the event of an emergency or a disaster involving hazardous materials incidents. In addition, demolition activities under the Reduced Development Intensity Alternative would also be subject to standards set forth by the AHERA, the CCR and the City of Thousand Oaks Municipal Code. Furthermore, development under this alternative would be required to implement similar mitigation measures as the proposed Specific Plan which requires that an on-site assessment be conducted if contaminated soil and/or groundwater are encountered during construction. Finally, all development that would occur under the Reduced Development Intensity Alternative would be subject to individual environmental review and would be subject to CEQA Statute Section 21151.4 which ensures that development using or containing hazardous materials are not permitted within 0.25 mile of an existing school site. Therefore, impacts under this alternative would be less than significant, similar to the proposed Specific Plan. Since impacts from contaminated soil and/or groundwater under the proposed Specific Plan and the Reduced Development Intensity Alternative would be reduced to a less than significant level, this alternative would not avoid or substantially lessen any significant hazards impacts that would result from the proposed Specific Plan.

### ***Aesthetics***

The Reduced Development Intensity Alternative would limit buildings to a maximum of three stories, and therefore would avoid or minimize the possibility of taller buildings that could block or partially block some existing views from the US 101 and SR-23 Freeways of the mountains and hills that surround Thousand Oaks. Impacts to views under the Reduced Development Intensity Alternative would therefore avoid or substantially lessen any impacts to views that would occur with the proposed Specific Plan.

Neither the Reduced Development Intensity Alternative nor the proposed Specific Plan would locate development within a state designated scenic highway corridor and with mitigation thus would not

substantially damage scenic resources, such as trees, rock outcroppings or historic buildings in a state scenic highway corridor. Similar to the proposed Specific Plan, development under this alternative would be guided by the development standards contained in the proposed Specific Plan, thus resulting in enhanced building design and streetscape improvements along the Thousand Oaks Boulevard corridor. Finally, development under the Reduced Development Intensity Alternative would include similar sources of light and glare, and development under this alternative would be required to implement similar mitigation measures as the proposed Specific Plan to reduce light and glare impacts. Therefore, similar to the proposed Specific Plan, impacts under the Reduced Development Intensity Alternative would be less than significant. By limiting building heights to three stories, the Reduced Development Intensity Alternative would, overall, avoid or substantially lessen any significant aesthetics impacts that would result from the proposed Specific Plan.

### ***Geotechnical***

Geotechnical impacts under the Reduced Development Intensity Alternative would be similar to the proposed Specific Plan since both Alternative 3 and the proposed Specific Plan are located within the same area. Development of individual development projects over time in the Specific Plan area under this alternative would adhere to the City's Municipal Code and General Plan which contains measures and policies intended to mitigate potential geological hazards and soil related hazards. Therefore, similar to the proposed Specific Plan, impacts under the Reduced Development Intensity Alternative would be less than significant. Since geotechnical impacts associated with the proposed Specific Plan and the Reduced Development Intensity Alternative would be less than significant, this alternative would not avoid or substantially lessen any geotechnical impacts that would occur with the proposed Specific Plan.

### ***Hydrology***

Impacts with regards to hydrology under the Reduced Development Intensity Alternative would be similar to the proposed Specific Plan. Development of individual development projects over time in the Specific Plan area under this alternative would be required to follow the same regulations as development under the proposed Specific Plan. For example, development under the Reduced Development Intensity Alternative would be required to comply with the current MS4 general NPDES Permit for storm water discharges and urban runoff which requires on-site retention and treatment of runoff. In addition, future development under this alternative would not place additional demand on groundwater. Similar to the proposed Specific Plan, all development under the Reduced Development Intensity Alternative would continue to utilize the existing storm water collection system, and would be required to pay applicable fees to maintain the system. Finally, as portions of the Thousand Oaks Boulevard corridor are located within the designated 100-year flood plain, development under this

alternative would be required to comply with the requirements of the City's Municipal Code which includes mitigation measures designed to reduce potential damages to life and property resulting from flooding. Therefore, impacts under the Reduced Development Intensity Alternative would be less than significant, similar to the proposed Specific Plan. Since impacts to hydrology associated with the proposed Specific Plan and the Reduced Development Intensity Alternative would be less than significant, this alternative would not avoid or substantially lessen any hydrology impacts that would occur with the proposed Specific Plan.

### ***Relationship of Alternative to Project Objectives***

The Reduced Development Intensity Alternative would allow achievement of most of the proposed Specific Plan objectives. As a result, implementation of this alternative would improve pedestrian connections and conditions along Thousand Oaks Boulevard. Revised building setbacks requirements to promote and encourage sensible street fronting commercial activities would be implemented under the Reduced Development Intensity Alternative. Furthermore, a mix of residential and commercial uses would be allowed with this alternative. Finally, traffic improvements such as traffic calming devices and programs would be implemented under the Reduced Development Intensity Alternative.

Concerning parking, implementation of this alternative would encourage the placement of parking in the rear portion of properties, encourage the creation of diagonal parking on-street parking where appropriate, or create shared parking lots, structures or other creative parking alternatives, although the reduced development intensity may lead to a lesser need and hence viability for parking structures or other creative alternatives. Other objectives that would be implemented under the Reduced Development Intensity Alternative include the facilitation and provision of an expedited process for the consolidation of properties along Thousand Oaks Boulevard, the coordination of development along the Thousand Oaks Boulevard corridor, and the streamlining of the permit process for properties within the Thousand Oaks Boulevard Redevelopment project area.

It is possible that the objectives would not be met to as great a degree as under the proposed Specific Plan, because the reduced scale of development will result in less pedestrian activity and pedestrian amenities created by new development.

### **Environmentally Superior Alternative**

**Table 7.0-1, Alternatives Impact Comparison**, compares the impacts of the alternatives to the impacts identified for the proposed Specific Plan in this Draft EIR. Of the alternatives considered in this section, the No Project Alternative is environmentally superior to the other alternatives, because this alternative would avoid a significant and unavoidable project and cumulative traffic impact identified for the

proposed Specific Plan. According to *State CEQA Guidelines* if the No Project Alternative is identified as the environmentally superior alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. Of the other alternatives considered, Alternative 3 – Reduced Development Intensity is considered environmentally superior, as it would lessen the significant impacts identified for the proposed Specific Plan to the greatest degree. This alternative would not, however, fully avoid these significant impacts. In addition, Alternative 3 would meet most of the objectives of the proposed Specific Plan.

Alternative 2 – Downtown Focused Specific Plan, would also lessen but not avoid the significant impacts identified for the proposed Specific Plan, but to a lesser extent than Alternative 3. Alternative 2 would also meet all of the objectives of the proposed Specific Plan, perhaps meeting some to a greater degree by concentrating the bulk of the allowable increased development potential in a smaller area along Thousand Oaks Boulevard between the SR-23 freeway and Hampshire Road.

**Table 7.0-1  
Alternatives Impact Comparison**

| <b>Environmental Topic</b>             | <b>Alternative 1<br/>No Project</b> | <b>Alternative 2<br/>Downtown<br/>Focused<br/>Specific Plan</b> | <b>Alternative 3<br/>Reduced Development<br/>Intensity Alternative</b> |
|--|-------------------------------------|---|--|
| Land Use                               | S                                   | S   | S  |
| Traffic and Circulation                | L                                   | L   | L  |
| Air Quality/Climate Change             | L                                   | L   | L  |
| Noise                                  | L                                   | L   | L  |
| Biological Resources                   | S                                   | S   | S  |
| Cultural Resources                     | S                                   | S   | S  |
| Water Supply                           | S                                   | S   | S  |
| Solid Waste                            | S                                   | S   | S  |
| Fire Protection Services               | S                                   | S   | S  |
| Police Protection Service              | S                                   | S   | S  |
| Educational Services                   | S                                   | S   | S  |
| Parks and Recreation Services          | S                                   | S   | S  |
| Wastewater Services                    | S                                   | S   | S  |
| Electrical and Natural Gas<br>Services | S                                   | S   | S  |
| Hazardous Materials                    | S                                   | S   | S  |
| Aesthetics                             | S                                   | S   | L  |
| Geotechnical                           | S                                   | S   | S  |
| Hydrology                              | S                                   | S   | S  |

*KEY (Level of Impact in Comparison to the Project)*

*G = Alternative Produces Greater Level of Impact.*

*S = Alternative Produces Similar Level of Impact.*

*L = Alternative Produces Lesser Level of Impact.*

## 8.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

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### INTRODUCTION

*Section 15128 of the California Environmental Quality Act (CEQA) Guidelines requires a brief statement of the reasons why various possible significant effects of a project have been determined not to be significant and, therefore, are not discussed in detail in the environmental impact report (EIR). The following provides a discussion regarding the effects of the proposed project that were found not to be significant.*

### EFFECTS FOUND NOT TO BE SIGNIFICANT

The discussion below includes criteria from Appendix G of the *State CEQA Guidelines* followed by a short analysis of why the particular potential environmental effect was found not to be significant and therefore not discussed in detail in this EIR.

#### **Agricultural Resources**

The Specific Plan area is located in an area of the City of Thousand Oaks that is almost completely urbanized, except for a few vacant lots. There is no agricultural land located adjacent to or near the Specific Plan area. Therefore, implementation of the proposed Specific Plan would not involve changes to the existing environment that could result in the conversion of Farmland to non-agricultural use, conflict with agricultural zoning or a Williamson Act contract, conflict with forest land zoning, or allow the conversion of forest land to non-forest use.

#### **Mineral Resources**

The project region does not contain any significant mineral resources and the project site is already largely developed; therefore, the project would not result in the loss of known mineral resources that would be of value to the region or the residents of the state.

#### **Population and Housing**

According to the California Department of Finance, the current 2010 population for the City of Thousand Oaks is 130,209 residents. Growth projections from the Southern California Association of Governments (SCAG) indicate that the City of Thousand Oaks is expected to have a population of 131,904 residents by 2035. Thus, based on population projections provided by SCAG, the City of Thousand Oaks is forecasted to have a population increase of approximately 1,695 residents between 2010 and 2035.



Future development that may result from the adoption of the proposed Specific Plan is projected to add up to 375 multi-family residential units within the Specific Plan area. Based on City's average apartment household size of 2.0 persons per unit, future residential development within the Specific Plan area would result in the addition of up to approximately 750 residents to the City of Thousand Oaks. As stated above, the projected population growth in Thousand Oaks over the next 25 years is estimated at approximately 1,695 residents. The addition of up to 750 residents if all 375 residential units projected in the Specific Plan area were developed equates to roughly half of the projected population in the City and would not result in growth exceeding this projection. The direct population growth associated with the proposed Specific Plan is not considered substantial, as the amount of growth projected for the City would not be exceeded.

As discussed in **Section 3.0, Project Description**, the proposed project, including both growth anticipated under current General Plan designations and zoning, as well as additional future development that may result from the adoption of the proposed Specific Plan would include about 1.2 million square feet of non-residential use, primarily including includes retail, office, and restaurants. This additional development is not expected to result in a substantial indirect increase in population as the employment opportunities associated with the retail, restaurant, and other anticipated commercial uses would be most attractive to existing residents of the City and surrounding communities. In addition, the increase in office space would provide employment opportunities to workers living in the City and other surrounding communities who currently commute to locations farther away.

For these reasons, both direct and indirect population growth associated with future development that may result from the adoption of the proposed Specific Plan would not induce substantial population growth in the Conejo Valley or the surrounding area.

Eighteen single family residential units, one 57-unit apartment project, and two retirement homes are currently located within the Specific Plan area. Over time, redevelopment of areas within the Specific Plan area may require the removal of existing housing, although this is not a requirement of the Specific Plan, possibly affecting the 18 older individual single-family homes within the Specific Plan area. Development that would occur within the Specific Plan area would not result in the demolition of this existing housing. Therefore, future development that may result from the adoption of the proposed Specific Plan would not displace substantial numbers of existing housing or people

## 9.0 LIST OF EIR PREPARERS

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### LIST OF PREPARERS

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# MITIGATION MONITORING REPORT

NOTE: As required by Public Resources Code, Section 21081.6, any project for which a Mitigated Negative Declaration or Environmental Impact Report is prepared, must be monitored to ensure that all mitigation measures imposed by the City or other "Responsible Party" which may have permit authority over the project, are carried out. In keeping with the provisions of the Public Resources Code, Section 21081.6, the following information has been compiled as a public record demonstrating compliance with these required mitigation monitoring and reporting procedures.

## KEYS TO ABBREVIATIONS:

CAO – CITY ATTORNEY'S OFFICE  
DPW – DEPARTMENT OF PUBLIC WORKS  
FD – FINANCE DEPARTMENT  
PA – PROJECT APPLICANT

CDD – COMMUNITY DEVELOPMENT DEPARTMENT  
COSCA – CONEJO OPEN SPACE CONSERVATION AGENCY  
VCAPCD – VENTURA COUNTY AIR POLLUTION CONTROL DISTRICT  
VCFD – VENTURA COUNTY FIRE DISTRICT

|  |   |
|--|---|
| <b>PROJECT TITLE:</b> Thousand Oaks Boulevard Specific<br>Plan – EIR No. 327 | <b>APPLICANT:</b> City of Thousand Oaks                                 |
| <b>CASE NUMBER(S):</b> SPA 2009-70129 (SP 20) /LU 2009-70130                 | <b>ADDRESS:</b> 2100 E. Thousand Oaks Blvd.<br>Thousand Oaks, Ca. 91362 |
| <b>PLANNER:</b> Haider Alawami   |   |
| <b>DATE:</b> August 18, 2011   | <b>PHONE:</b> (805) 449-2334  |

Note: In the following document Mitigation Measures are identified with a numerical code (eg. MM 4.11-1), which corresponds to the EIR text.

| Mitigation Measures/Conditions  | Action Required                     | Frequency   | Responsibility | Date Complete | Initials |
|---|-------------------------------------|---|----------------|---------------|----------|
| <b>AESTHETICS</b>   |                                     |   |                |               |          |
| MM 4.11-1 Development projects which involve building heights of 55 feet or taller shall be evaluated to determine potential viewshed impacts from the 101 Freeway and may be redesigned to avoid the impact. | Project review.                     | As necessary.                                       | CDD            |               |          |
| MM 4.11-2 Compliance with City's Oak Tree Preservation and Protection Guidelines (Resolution 2010-014).   | Final plan check; field inspection. | Once for plan check; field inspection as necessary. | CDD            |               |          |

| Mitigation Measures/Conditions  | Action Required  | Frequency   | Responsibility | Date Complete | Initials |
|---|--|---|----------------|---------------|----------|
| MM 4.11-3 Modification of Supplemental Design Guidelines of the Specific Plan to read: "Reflective or glare-producing materials in structures, facilities, and infrastructure is prohibited, and the use of landscaping and other design features to minimize the potential for glare is encouraged."   | Revision to Specific Plan.                                 | Once.   | CDD            |               |          |
| <b>AIR QUALITY</b>  |  |   |                |               |          |
| MM 4.3-1 The area disturbed by clearing, grading, earth moving or excavation operations shall be minimized to prevent excessive amounts of dust.  | Field inspection.  | Initially and weekly thereafter.                    | DPW            |               |          |
| MM 4.3-2 Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavation operations.   | Field inspection.  | Once, before commencement of grading or excavation. | DPW            |               |          |
| MM 4.3-3 Fugitive dust produced during grading, excavation, and construction activities shall be controlled by: ensuring that trucks cover loads as required by California Vehicle Code and; treatment of active portions of construction site to prevent fugitive dust through periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. | Written verification to be provided by constr. supervisor. | Initially and weekly thereafter.                    | DPW            |               |          |
| MM 4.3-4 Graded or inactive areas of construction sites shall be monitored by City Grading Inspectors to ensure that dust stabilization methods are applied. If no further grading is planned, the area should be seeded and watered until grass growth is evident.   | Written verification to be provided by constr. supervisor. | Initially and weekly thereafter.                    | DPW            |               |          |
| MM 4.3-5 Signs shall be posted on-site limiting traffic to 15 miles per hour or less.   | Written verification to be provided by constr. supervisor. | Initially and as-needed.                            | DPW            |               |          |
| MM 4.3-6 During periods of high winds, all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off or on-site. The site superintendent shall use discretion in conjunction with the APCD in determining when winds are excessive.           | Written verification to be provided by constr. supervisor. | As needed, during periods of high winds.            | DPW            |               |          |

| Mitigation Measures/Conditions  | Action Required  | Frequency                                  | Responsibility | Date Complete | Initials |
|---|--|--|----------------|---------------|----------|
| MM 4.3-7 Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.   | Written verification to be provided by constr. supervisor. | Initially and weekly thereafter.           | DPW            |               |          |
| MM 4.3-8 Personnel involved in grading operations, including contractors and subcontractors, should be advised to wear respiratory protection is accordance with California Division of Occupational Safety and Health regulations. | Written verification to be provided by const. supervisor.  | Initially and weekly thereafter.           | DPW            |               |          |
| MM 4.3-9 Minimize equipment idling time.  | Written verification to be provided by constr. supervisor. | As needed during grading and construction. | DPW            |               |          |
| MM 4.3-10 Maintain equipment engines in good condition and in proper tune as per manufacturers specifications.  | Written verification to be provided by const. supervisor.  | As needed during grading and construction. | DPW            |               |          |
| MM 4.3-11 Lengthen the construction period during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time.   | Written verification to be provided by const. supervisor.  | As needed during grading and construction. | DPW            |               |          |
| MM 4.3-12 Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, if feasible.   | Written verification to be provided by const. supervisor.  | As needed during grading and construction. | DPW            |               |          |
| MM 4.3-13 The Specific Plan shall prohibit the installation of wood-burning hearths and wood-burning stoves.  | Revision to Specific Plan.                                 | Once.                                      | CDD            |               |          |
| MM 4.3-14 Future residential and commercial developments should use solar, low emission and/or central water heating systems.   | Final plan check.  | Once.                                      | CDD            |               |          |
| MM 4.3-15 Future residential and commercial developments that should consider orienting buildings to the north for natural cooling and heating.   | Final plan check.  | Once.                                      | CDD            |               |          |

| Mitigation Measures/Conditions  | Action Required  | Frequency | Responsibility | Date Complete | Initials |
|---|--|-----------|----------------|---------------|----------|
| MM 4.3-16 Future residential and commercial developments should increase wall and attic insulation beyond Title 24 requirements.  | Final plan check.  | Once.     | CDD            |               |          |
| MM 4.3-17 The Specific Plan includes sharrows on Thousand Oaks Boulevard, to identify a continuous route through the Specific Plan area and linking to other bicycle routes within the City. Future development projects shall comply with this aspect of the Specific Plan.  | Final plan check.  | Once.     | CDD            |               |          |
| MM 4.3-18 The Specific Plan includes commercial developments that would reduce vehicle trips by implementing measures such as a customer paid parking system, charging for employee parking, providing preferential parking for carpool/vanpool parking, providing incentives for employee rideshare programs, providing an employee parking cash-out program, providing employees with an on-site break room with adequate seating, or similar measures. Future development projects shall comply with this aspect of the Specific Plan. | Final plan check.  | Once.     | CDD            |               |          |
| MM 4.3-19 The developers of individual projects which exceed the Ventura County APCD's Threshold of Significance shall contribute toward an Off-Site TDM Fund to be used to develop regional programs to offset significant air pollutant emissions.  | Final plan check.<br>Payment due at time of building permit. | Once.     | DPW            |               |          |
| MM 4.3-20 In accordance with CARB recommendations, development of sensitive land uses within the Specific Plan area shall be minimized, where possible, within 500 feet of U.S. Highway 101 and State Route 23, where feasible. Where not feasible, development of sensitive land uses shall include project features that minimize the health impacts associated with freeways and heavily traveled roadways, as feasible.   | Final plan check.  | Once.     | CDD            |               |          |
| MM 4.3-21 The proposed Specific Plan shall be revised to explicitly allow alternative fuel/electric charging facilities as a regulated use within the Specific Plan area.   | Revision to Specific Plan.                                   | Once.     | CDD            |               |          |



| Mitigation Measures/Conditions   | Action Required                 | Frequency  | Responsibility | Date Complete | Initials |
|--|---------------------------------|------------|----------------|---------------|----------|
| <b>ARCHAEOLOGY</b>   |                                 |            |                |               |          |
| MM 4.6-1 If archaeological resources are uncovered on a project site during excavation, the developer must notify the City of Thousand Oaks immediately and work must stop within a 100-foot radius until a qualified archaeologist has evaluated the find. Construction activity may continue unimpeded on other portions of the project site. If the find is determined to be a unique resource, the site shall be treated in accordance with the provisions of Sec. 21083.2 of the Public Resources Code. If the find is determined not to be a unique archaeological resource, no further action is necessary and construction may continue. | Compliance with Municipal Code. | As needed. | CDD; DPW       |               |          |
| MM 4.6-2 In the event that previously unknown paleontological resources are encountered during excavation and/or construction activities, the City of Thousand Oaks shall be notified immediately and work within 100 feet of the find shall stop to allow a certified paleontologist to evaluate and remove the find for preservation and storage.  | Compliance with Municipal Code. | As needed. | CDD; DPW       |               |          |
| MM 4.6-3 If potential human remains are encountered during ground-disturbing activities, all work shall halt, and the Ventura County Coroner's Office shall be notified. If the Coroner determines that the remains are of Native American origin, the Coroner shall proceed as directed in Section 15064.5(e) of the State CEQA Guidelines.   | Compliance with State law.      | As needed. | CDD; DPW       |               |          |

| Mitigation Measures/Conditions   | Action Required                         | Frequency                              | Responsibility         | Date Complete | Initials |
|--|---|--|------------------------|---------------|----------|
| <b>BIOLOGICAL RESOURCES</b>  |   |  |                        |               |          |
| MM 4.5-1 Prior to approval of any development entitlements within the coastal sage scrub area located south of Erbes Road, surveys shall be conducted to determine the potential for occurrence of any of the species described in Appendix 4.5 of the EIR as having potential to occur within the Specific Plan area. If it is determined that special-status species may be present within the coastal sage scrub area, a strategy of relocation, avoidance, or restoration must be developed and followed.  | Final plan check, field inspection.     | Once for plan check, field inspection. | Project Biologist; CDD |               |          |
| MM 4.5-2 Prior to approval of any development entitlements within the Specific plan area, surveys shall be conducted to determine the potential for occurrence of nesting birds. If project activities take place between January and March for early nesting birds, and mid-March through September for other species, breeding bird nest surveys should be conducted and active nests should be avoided and provided with a minimum buffer as determined by a biological monitor. The California Department of Fish and Game recommends a minimum 500 foot buffer for all active raptor nests. | Field inspection by biological monitor. | As necessary.                          | Project Biologist; CDD |               |          |
| MM 4.5-3 If construction activity has the potential to impact bat roosting habitat, pre-construction surveys for bat roosts shall be conducted prior to the commencement of any construction activity.   | Field Inspection by biological monitor. | As necessary.                          | Project Biologist; CDD |               |          |
| MM 4.5-4 The Specific Plan shall be revised to delete the proposed exception to the existing Oak Tree Preservation and Protection Ordinance and thus the Specific Plan area would be subject to the same oak tree protections as the rest of the City.   | Revision to Specific Plan.              | Once.                                  | CDD                    |               |          |

| Mitigation Measures/Conditions  | Action Required                        | Frequency   | Responsibility | Date Complete | Initials |
|---|--|---|----------------|---------------|----------|
| MM 4.5-5 Development projects within the Specific Plan area shall comply with City standards for protection of oak trees, and replacement where removal is allowed as set forth in the Thousand Oaks Oak Tree Preservation and Protection Guidelines. This Resolution requires that each oak tree approved for removal be replaced by two 24 inch boxed specimens and one 36 inch boxed specimen.   | Final plan check and field inspection. | Once for plan check; field inspection as necessary. | CDD            |               |          |
| <b>GEOLOGY AND SOILS</b>  |  |   |                |               |          |
| No Mitigation Measures required.  |  |   |                |               |          |
| <b>HAZARDS</b>  |  |   |                |               |          |
| MM 4.10-1 If during the development of individual projects, contaminated soil or groundwater is encountered, the construction contractors shall stop work and inform the City. An environmental hazardous materials professional shall be contracted to conduct an on-site assessment. If the materials are determined to pose a risk to the public or construction workers, the construction contractor shall prepare and submit a remediation plan to the appropriate agency and comply with all federal, local and state laws. Construction plans shall be modified or postponed to ensure construction will not inhibit remediation activities and will not expose the public or construction workers to hazardous conditions | Field inspection during grading.       | As needed.  | DPW            |               |          |
| <b>HYDROLOGY AND WATER QUALITY</b>  |  |   |                |               |          |
| No Mitigation Measures required.  |  |   |                |               |          |
| <b>LAND USE AND PLANNING</b>  |  |   |                |               |          |
| MM 4.1-1 Add specific text and/or land use designations to the proposed Specific Plan to preclude development of existing natural slopes over 25 percent grade from development, pursuant to the City's general land development policies.  | Revision to Specific Plan.             | Once.   | CDD            |               |          |
| MM 4.1-2 Add an Open Space land use category to proposed Specific Plan to designate Zuniga Ridge as open space.   | Revision to Specific Plan.             | Once.   | CDD            |               |          |

| Mitigation Measures/Conditions   | Action Required   | Frequency                              | Responsibility | Date Complete | Initials |
|--|---|--|----------------|---------------|----------|
| <b>NOISE</b>   |   |  |                |               |          |
| MM 4.4-1 for noise sensitive projects proposed in areas which exceed city thresholds, an acoustic analysis must be prepared which demonstrates compliance with the City's indoor noise threshold of 45 dB (A) CNEI.  | Written verification to be provided by const. supervisor. | Once.                                  | CDD            |               |          |
| MM 4.4-2 Where determined necessary by the City, parking lots included in individual development projects within the Specific Plan area shall be designed to use buildings or sound walls to break the line of sight between residential or other sensitive land uses and parking areas. Acoustical analysis shall be performed to demonstrate that the parking lot noise levels will not exceed the City of Thousand Oaks standards at the property line of adjacent or nearby residential or other sensitive land uses.  | Written verification to be provided by const. supervisor. | As needed.                             | DPW            |               |          |
| MM 4.4-3 Where determined to be necessary by the City, loading docks included in development projects within the Specific Plan area shall be designed to have either a depressed loading dock area, and internal bay; or wall to break the line of sight between residential or other sensitive land uses and loading dock operations. Acoustical analysis shall be performed to demonstrate that loading dock noise levels will not exceed city of Thousand Oaks noise level standards at the property line of adjacent or nearby residential or other sensitive land uses. | Written verification to be provided by const. supervisor. | As needed, during project development. | CDD            |               |          |
| MM 4.4-4 Individual development projects within the Specific Plan area shall minimize noise impacts from electrical and mechanical equipment, such as ventilation and air conditioning units, by locating equipment away from on-site and off-site sensitive receptors, proper selection and sizing of equipment, installation of equipment with proper acoustical shielding and incorporating the use of parapets into building designs to act as rooftop noise attenuation barriers.   | Written verification to be provided by const. supervisor. | As needed during project development.  | CDD            |               |          |

| Mitigation Measures/Conditions   | Action Required  | Frequency  | Responsibility  | Date Complete | Initials |
|--|--|--|-----------------|---------------|----------|
| <p>MM 4.4-5 Where determined necessary by the City, individual projects developed within the proposed Specific Plan area shall incorporate the following best management practices to reduce vibration impacts: Identify all uses in the vicinity that may be affected by vibrations; adjusting vibration amplitudes of the construction equipment used on site such as limiting the number of pieces operating in one location at the same time; utilizing cast-in-drilled-hole (CIDH) piles in lieu of pile driving; providing notification to residential land uses directly adjacent to the development, at least 10 days in advance of construction activities expected to result in vibration levels that exceed thresholds; conducting demolition, earthmoving and ground-impacting operations sequentially, so as not to have two such operations occurring at the same time; selecting a demolition method to minimize vibrations; operating earthmoving equipment as far away as practicable from vibration-sensitive sites using wheeled or rubber tracked equipment and using smaller bulldozers where possible.</p> | <p>Written verification to be provided by const. supervisor.</p> | <p>As needed.</p>                                    | <p>CDD; DPW</p> |               |          |
| <p>MM 4.4-6 Demolition and construction activity shall be limited to the hours between 7:00 AM and 7:00 PM per the City of Thousand Oaks General Plan and Municipal Code.</p>  | <p>Compliance with the Municipal Code.</p>                       | <p>As needed during demolition and construction.</p> | <p>DPW</p>      |               |          |

| Mitigation Measures/Conditions  | Action Required   | Frequency   | Responsibility | Date Complete | Initials |
|---|---|---|----------------|---------------|----------|
| MM 4.4-7 The following measures shall be employed during demolition and construction: ensure that construction equipment is properly muffled and in good working condition; place noise-generating construction equipment and locate construction staging areas away from sensitive uses; implement noise attenuation measures eg. temporary noise barriers or noise blankets around stationary construction noise sources; use electric air compressors and similar power tools rather than diesel equipment; construction equipment shall be turned off when not in use for more than 30 minutes; construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances. | Written verification to be provided by Const. Supervisor. | As needed during demolition and construction.                               | CDD; DPW       |               |          |
| <b>PUBLIC SERVICES</b>  |   |   |                |               |          |
| No Mitigation Measures required.  |   |   |                |               |          |
| <b>SOLID WASTE</b>  |   |   |                |               |          |
| No Mitigation Measure required.   |   |   |                |               |          |
| <b>TRAFFIC AND CIRCULATION</b>  |   |   |                |               |          |
| MM 4.2-1 Rancho Rd/T.O. Blvd. – Widen the eastbound T. O. Blvd. approach from one left-turn lane, two through lanes, and one right-turn lane with overlap to consist of one left-turn lane, three through lanes and one right-turn lane.  | Plan check; field inspection.                             | Once for plan check; field inspection periodically throughout construction. | DPW            |               |          |
| MM 4.2-2 Skyline Dr./Hillcrest Dr. – Signalization of the Skyline Dr./Hillcrest Dr. intersection is recommended to improve the intersection to an acceptable LOS (C or better). This signal is scheduled for installation as a developer improvement by 2012.   | Plan check; field inspection.                             | Once for plan check; field inspection as necessary.                         | DPW            |               |          |

| Mitigation Measures/Conditions   | Action Required               | Frequency   | Responsibility | Date Complete | Initials |
|--|-------------------------------|---|----------------|---------------|----------|
| MM 4.2-3 Hampshire Rd/T.O. Blvd – Modify the Hampshire Rd/T.O. Blvd. intersection traffic signal to include a northbound Hampshire Rd. right-turn overlap, which will preclude U-turn movement on westbound to eastbound T.O. Blvd. Widen the eastbound T.O. Blvd. approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left-turn lane, three through lanes, and one right-turn lane. Modify the Hampshire Rd/T.O. Blvd. intersection traffic signal to include an eastbound T.O. Blvd. overlap, which will preclude U-turn movement on northbound to southbound Hampshire Rd. | Plan check; field inspection. | Once for plan check; field inspection as necessary. | DPW            |               |          |
| MM 4.2-4 Westlake Blvd/T.O. Blvd. – Widen eastbound T.O. Blvd/ approach from two left-turn lanes, three through lanes, and one right-turn with overlap.  | Plan check; field inspection. | Once for plan check; field inspection as necessary. | DPW            |               |          |
| MM 4.2-5 Rancho Rd/ US 101 South-bound Ramps – Signalization of the Rancho Rd./US 101 Southbound Ramps intersection is recommended as mitigation to improve the intersection to an acceptable LOS (C or better).   | Plan check; field inspection. | Once for plan check; field inspection as necessary. | DPW            |               |          |
| MM 4.2-6 Moorpark Rd./Hillcrest Drive – Widen southbound Moorpark Rd. approach from two left-turn lanes, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, two through lanes, and one shared through/right-turn lane. Widen westbound Hillcrest Dr. approach from one left-turn lane, one through lane and one shared through/right-turn lane to consist of two left-turn lanes, one through lane and one shared through/right-turn. Applicants for future development projects shall contribute payment into the Thousand Oaks Road Improvement Fee Program.                  | Plan check; field inspection. | Once for plan check; field inspection as necessary. | DPW            |               |          |

| Mitigation Measures/Conditions   | Action Required                  | Frequency   | Responsibility | Date Complete | Initials |
|--|----------------------------------|---|----------------|---------------|----------|
| MM 4.2-7 Moorpark Rd/T.O. Blvd – Widen west bound T.O. Blvd. approach from two left-turn lanes, one through lane, and one right-turn lane with overlap to consist of three left-turn lanes, on through lane, and one right-turn lane with overlap. The project applicant shall contribute payment into the Thousand Oaks Road Improvement Fee Program.   | Plan check; field inspection.    | Once for plan check; field inspection as necessary. | DPW            |               |          |
| MM 4.2-8 Rancho Rd/T.O. Blvd. – Widen the northbound Rancho Rd. approach from one left-turn lane, two through lanes, and one right-turn lane with overlap to consist of two left-turn lanes, two through lanes, and one free right-turn lane. Widen the eastbound T.O. Blvd approach from one left-turn lane, two through lanes, and one right-turn lane with overlap to consist of one left-turn lane, three through lanes, and one right-turn lane with overlap. Applicants for future development projects shall contribute payment into the Thousand Oaks Road Improvement Fee Program | Plan check and field inspection. | Once for plan check; field inspection as necessary. | DPW            |               |          |
| MM 4.2-9 Conejo School Rd/ T.O. Blvd. – Re-stripe the westbound Thousand Oaks Boulevard approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane. Applicants for future development projects shall contribute payment into the Thousand Oaks Road Improvement Fee Program.   | Plan check and field inspection. | Once for plan check; field inspection as necessary. | DPW            |               |          |
| MM 4.2-10 Skyline Dr./T.O. Blvd. – Widen the eastbound T.O. Blvd. approach from one left-turn lane, one through lane, and one shared through/ right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane. Applicants for future development projects shall contribute payment into the Thousand Oaks Road Improvement Fee Program   | Plan check and field inspection. | Once for plan check; field inspection as necessary. | DPW            |               |          |



| Mitigation Measures/Conditions  | Action Required                  | Frequency   | Responsibility | Date Complete | Initials |
|---|----------------------------------|---|----------------|---------------|----------|
| MM 4.2-11 Hampshire Rd./T.O. Blvd. – Widen the northbound Hampshire Road approach from one left-turn, one shared through/left-turn lane, and one right-turn lane to consist of two left-turn lanes, one shared through/left-turn lane, and one right turn-lane. Widen the eastbound T.O. Blvd. approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left-turn lane, three through lanes, and one right-turn lane. Modify the Hampshire Rd./T.O. Blvd. intersection traffic signal to include an eastbound T.O. Blvd. right-turn overlap which will preclude U-turn movement on northbound to southbound Hampshire Rd.   | Plan check and field inspection. | Once for plan check; field inspection as necessary. | DPW            |               |          |
| MM 4.2-12 Westlake Blvd./T.O. Blvd – Widen southbound Westlake Boulevard approach from two left-turn lanes, two through lanes, and one shared through/right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Widen eastbound T.O. Blvd. approach from two left-turn lanes, two through lanes, and one right turn with overlap to consist of two left-turn lanes, three through lanes, and one right-turn with overlap. Widen westbound T.O. Blvd. approach from three left-turn lanes, one through lane, and one shared through/right-turn to consist of three left turn lanes, two through lanes and one right-turn lane. Applicants for future development projects shall contribute payment into the Thousand Oaks Road Improvement Fee program. | Plan check and field inspection. | Once for plan check; field inspection as necessary. | DPW            |               |          |
| MM 4.2-13 Rancho Rd./US 101 Southbound Ramps – Signalization of the Rancho Rd./US 101 Southbound Ramps intersection is recommended as mitigation to improve the intersection to an acceptable LOS (C or better).  | Plan check and field inspection. | Once for plan check; field inspection as necessary. | DPW            |               |          |

| Mitigation Measures/Conditions   | Action Required                         | Frequency   | Responsibility | Date Complete | Initials |
|--|---|---|----------------|---------------|----------|
| MM 4.2-14 Hampshire Rd./US 101 North-bound Ramps – Widen the southbound Hampshire Rd. approach from two through lanes and one right-turn lane to consist of two through lanes and one free right-turn lane.  | Plan check and field inspection.        | Once for plan check; field inspection as necessary. | DPW            |               |          |
| MM 4.2-15 Hampshire Rd./US 101 Southbound Ramps – Widen the southbound Hampshire Rd. approach from one left-turn lane and one through lane to consist of two left-turn lanes and one through lane.   | Plan check and field inspection.        | Once for plan check; field inspection as necessary. | DPW            |               |          |
| <b>WATER SUPPLY</b>  |   |   |                |               |          |
| MM 4.7-1 Individual future development projects within the Thousand Oaks Boulevard Specific Plan area shall comply with water conservation measures to reduce water demand adopted by the City within its water service area or citywide.  | Compliance with conditions of approval. | Once for plan check.                                | DPW            |               |          |
| MM 4.7-2 Future applications for development projects shall be reviewed by the City Public Works Department to determine if there is adequate fire flow, adequate water pressure, and adequate water capacity available in the existing water distribution system. The Public Works Dept. shall approve such analysis. If fire flow, water pressure or water capacity is determined to be inadequate, the applicant shall design and construct their fair share of improvements for the project. | Final plan check; field inspection.     | Once for plan check; field inspection as necessary. | DPW            |               |          |