DRAFT
MITIGATED NEGATIVE DECLARATION

City of Thousand Oaks

WESTLAKE BOULEVARD SIDEWALKS PROJECT

Project No.: CI 5337

Applicant/Proponent: City of Thousand Oaks

Request: Improvements to Westlake Boulevard to benefit pedestrians and bicyclists, including new sidewalks, walking path, curb ramps, cross-walks and bike lane striping. As no change in land use is proposed, a development permit is not required. The discretionary action requiring California Environmental Quality Act (CEQA) analysis is City Council approval of the construction contract.

Location: Westlake Boulevard (State Route 23 South), between Thousand Oaks Boulevard and Triunfo Canyon Road.

Initial Study Determination / CEQA Findings: As required under the provisions set forth in Section 15063 of the State CEQA Guidelines, an Initial Study has been prepared by the City of Thousand Oaks. The Initial Study, which is attached, evaluates the potential effects of this proposed project on the environment. Although the Initial Study has determined that the proposed project could have a potentially significant impact on the environment, feasible mitigation measures have been identified that will either avoid, or reduce them to a level of insignificance. Based on these findings, a Mitigated Negative Declaration (MND) has been prepared for the proposed project in compliance with the provisions set forth in Section 15070 of the CEQA Guidelines as amended.

Contact Person / Public Review Period

The contact person for this MND is: Mike Tohidian. The public review period is a minimum of 30 days. Comments are solicited and must be submitted in writing to the Public Works Department, 2100 E. Thousand Oaks Blvd., Thousand Oaks, California 91362-2903, no later than March 27, 2017.

Draft Mitigated Negative Declaration Issued

Date: 2/17/2017 Signature: _____

Final Mitigated Negative Declaration Issued

☐ Public Comments and Staff Response Included in Final MND
☐ No Comments Received

Date: _____ Signature: _____

USE OF INITIAL STUDY

The Initial Study is intended to provide information for analysis of the project's environmental effects. Determining the significance of environmental impacts is a critical and often controversial aspect of the environmental review process. It is critical because a determination of significance may require that the project be either substantially altered, or that feasible mitigation measures be employed to avoid the impact or reduce it below the level of significance. Where a project is revised in response to an Initial Study so that potential adverse effects are effectively mitigated, a Negative Declaration shall be prepared instead of an EIR. If the project will still result in one or more significant effects on the environment after mitigation measures are added to the project, an EIR shall be prepared. Correspondingly, the Initial Study also provides documentation of the factual basis for making the finding that the project will, or will not have a significant effect on the environment.

INITIAL STUDY DETERMINATION

☐ I find the proposed project will not have a significant effect on the environment. Therefore, a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a potentially significant effect on the environment, feasible mitigation measures have been recommended that will either avoid such effects, or reduce them to a level of insignificance. Therefore, a MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find the proposed project may have one or more significant effects on the environment, which cannot be avoided or mitigated to a level of insignificance. Therefore, preparation of an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that although an earlier referenced environmental document has been prepared, resultant minor changes in the project design, environmental effects or mitigation measures, require that an ADDENDUM be prepared in order to address these modifications.

☐ I find that although an earlier referenced environmental document has been prepared, significant new information has become available pertaining to one or more potential effects of the proposed project, which could not have been known at that time and therefore were not addressed. As a result, a SUPPLEMENT will be prepared to analyze these new effects and recommend feasible mitigation measures.

☐ I find that all potentially significant effects have been adequately analyzed in an earlier referenced environmental document and that there are no new, or previously unknown, potentially significant effects associated with the proposed project that require additional mitigation or avoidance. Therefore, no further analysis is required.

INITIAL STUDY

1. Project Title: Westlake Boulevard Sidewalks Project

2. Lead Agency Name and Address: City of Thousand Oaks, 2100 E. Thousand Oaks Blvd., Thousand Oaks, CA 91362

3. Contact Person and Phone Number: Mike Tohidian, Senior Engineer, (805) 449-2516

4. Project location: Westlake Boulevard, between Thousand Oaks Boulevard and Triunfo Canyon Road (see Location Map, Exhibit A)

5. Project sponsor's name and address: see Lead Agency (City of Thousand Oaks)

6. General Plan and Zoning Designation: The Land Use Element of the General Plan designates Westlake Boulevard as a six lane road, the proposed project involves small areas of permanent right-of-way take from properties immediately east of the existing right-of-way, which have a land use designation of medium density residential (4.6-15 du/acre). The zoning designation in these areas is RPD-15U and RPD-25U (residential planned development). In addition, the proposed bus shelter will require right-of-way take at the southwest corner of the Townsgate Road/Westlake Boulevard intersection, which has a Commercial land use designation. The proposed bus shelter site has a C-3 zoning designation.

7. Description of the project:

   The project area (Westlake Boulevard corridor) does not provide continuous sidewalks, which requires pedestrians to walk in the bike lanes or shoulder. At the Westlake Boulevard/U.S. 101 interchange, pedestrians must cross the northbound and southbound on-ramps. The portion of Westlake Boulevard between the Potrero Road and Agoura Road intersections is a designated Class II bike lane in the City's Bicycle Facilities Master Plan. Over the past four years there have been several reported bicycle-vehicle collisions in this area. The proposed project addresses these pedestrian and bicycle safety issues by providing new continuous sidewalks, improved cross-walks and bicycle lane striping. The project has been programmed for funding through the Federal Safety Improvement Program (Project HSIPL-5392(054)).

   Sidewalks/Walking Path. New sidewalks will be provided along the east side of Westlake Boulevard between Bay Drive and Agoura Road. Sidewalks will be five to six feet-wide and composed of concrete. The alignment of the sidewalk will meander to avoid mature landscaping trees. Between Evenstar Avenue and Agoura Road, a five foot-wide walking path surfaced with decomposed granite will be provided parallel to and immediately adjacent to the sidewalk. In some areas, the sidewalk and walking path will separate to avoid existing mature landscaping trees. A new six foot-wide sidewalk will be provided along the west side of Westlake Boulevard between Agoura Road and the U.S. 101 southbound off-ramp.

Two short sections (approximately 256 linear feet total) of masonry retaining wall will be constructed along the east side of the proposed sidewalk between Bay Drive and Evenstar Avenue.

Curb Ramps. Curb ramps will be constructed according to Caltrans Standard Plan A88A at Triunfo Canyon Road (all 4 corners), Bay Drive, Evenstar Avenue, Northshore Lane, Agoura Road (all 4 corners), Townsgate Road (all 4 corners) and the U.S. 101 southbound off-ramp (both sides).

Pedestrian Cross-walks. The existing cross-walks along the west side of Westlake Boulevard will be improved at the U.S. 101 southbound and northbound on-ramps. Improvements will be comprised of a detectable warning surface (raised truncated dome pattern) at the existing curb ramp and a rectangular rapid flashing beacon.

Bike Lane Striping. Bike lane signage and striping will be provided including green pavement markings (arrows, shared lane markings) and new signage (bike lane, may use full lane, yield to peds, yield to bikes).

Bus Turn-out and Shelter. A bus shelter will be provided on the west side of Westlake Boulevard approximately 150 feet south of Townsgate Road. The bus shelter will be constructed of painted perforated steel, with a bronze tinted clear roof (Lexan). A bus turn-out will be provided to allow buses to pull out of traffic lanes in front of the proposed shelter.

Construction. Project construction is anticipated to be conducted from fall 2017 to fall 2018. Temporary lane closures along Westlake Boulevard will be required. Traffic control plans will be developed by the construction contractor and approved by the City. Construction staging areas have yet to be identified; however, they are anticipated to be located in commercial and/or industrial areas and outside residential areas.

8. Surrounding land uses and setting:

The project site is composed of Westlake Boulevard and small portions of adjacent parcels. The area is fully developed, with mature landscaping along the roadway, including Allepo pine, western sycamore and a few coast live oaks.

Surrounding land uses along the affected segment of Westlake Boulevard include:

East: Existing single-family and multi-family dwellings, zoned RPD-15U and RPD-25U, commercial areas zoned C-1, C-2 and C-4.

West: Existing single family dwellings, zoned RPD-4U, commercial areas zoned C-2 and C-3, industrial park zoned M-1.

9. Other public agencies whose approval is required: None.

POTENTIALLY AFFECTED ENVIRONMENTAL FACTORS

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is considered a potentially significant as indicated by the following checklist:

- ☐ Aesthetics
- ☐ Transportation/Traffic
- ☐ Land Use/Planning
- ☐ Population/Housing
- ☐ Agricultural Resources
- ☐ Other
- ☐ Geology/Soils
- ☐ Biological Resources
- ☐ Hazards & Hazardous Materials
- ☐ Public Services
- ☐ Utilities/Service Systems
- ☐ Hydrology/Water Quality
- ☐ Noise
- ☐ Recreation
- ☐ Cultural Resources
- ☒ Air Quality

ENVIRONMENTAL IMPACT CHECKLIST

AESTHETICS. Would the project:

a. Have an adverse effect on a scenic vista, scenic highway or prominent ridgeline?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Response: The proposal will not have an effect on an existing scenic vista or a prominent ridgeline, however, it involves Westlake Boulevard which has been designated as part of the City's "scenic highway system" in the Scenic Highways Element of the Thousand Oaks General Plan (1974). It is City policy to ensure that new development occurring along designated scenic highways be visually compatible with scenic highway standards. Accordingly, steps must be taken to ensure that the proposed project will be aesthetically pleasing and visually compatible with surrounding residential development.

Scenic Highway policies, which pertain to the project, are contained in the Thousand Oaks General Plan and are summarized along with a project evaluation:

- *Provide for right-of-way landscaping, whenever feasible, to enhance the route's scenic qualities.* Response: Right-of-way landscaping will be preserved to the extent feasible, and trees removed (six) will be replaced at a greater than 4:1 ratio (29 trees to be planted).
- *Prevent the removal of mature trees without proper consideration of their scenic and historic values.* Response: The removal of mature trees has been minimized, and any removed will be replaced.
- *Provide for architectural and design review of proposed development projects and adjoining yard walls within the corridor to ensure that they are compatible with existing urban and natural surroundings, and enhance the scenic character and quality of the highway corridor.* Response: The only proposed structure (bus shelter) will be a standard City design previously reviewed and approved by City staff. No yard walls are proposed; however, masonry block retaining walls (extending up to two feet above grade) will be constructed adjacent to the proposed sidewalk south of the Evenstar Avenue intersection. These walls will not be readily visible and will not adversely affect the scenic character and quality of this scenic corridor.

Excluding the proposed bus shelter, all proposed improvements will be located at or near grade and not readily visible to motorists on U.S. 101 (an eligible State scenic highway) or Westlake Boulevard. The proposed bus shelter is a standard City design and identical to an existing bus shelter located on the opposite side of Westlake Boulevard. Therefore, the proposed bus shelter will be consistent with the existing visual character of the area. Construction-related earthwork and vegetation removal will be minimal, with no graded slopes or stockpiles.

The affected portion of Westlake Boulevard supports numerous mature landscaping trees adjacent to the existing curb within the roadway right-of-way. The alignment of the proposed concrete sidewalk and decomposed granite walking path has been designed to avoid these trees to the extent feasible, including a meandering alignment and separating the sidewalk and path when needed. However, a total of six mature landscaping trees (Aleppo pine) will be removed to accommodate the proposed sidewalk and walking path. As these six trees represent a small proportion of the trees along the affected portion of Westlake Boulevard, the removal of these trees will not substantially change the visual character of this City scenic corridor or degrade the visual quality. In any case, the City has indicated in public meetings that any trees removed will be replaced at a minimum 2:1 ratio.

Mitigation: None required.

b. Have a demonstrable negative effect on the existing visual character or quality of the site and its surroundings?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Response: See the response to part a. Public views are limited to motorists, pedestrian and bicyclists using Westlake Boulevard. Excluding the proposed bus shelter and two low (up to two feet exposed) retaining walls (approximately 256 feet-long, in total), all project components will be buried or at grade. The bus shelter will be a standard City design, and compatible with the existing visual character. Overall, the proposed project will not significantly alter the visual quality of the subject segment of Westlake Boulevard.

Mitigation: None required.

c. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: The proposed project will not include any new lighting or reflective surfaces. Therefore, no light or glare impacts will occur.

Mitigation: None required.

AIR QUALITY. Would the project:

a. Exceed any local, state or federal air quality emission threshold or standard?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Response: The Ventura County Air Pollution Control District (APCD) has adopted a significance threshold for ozone precursors, reactive organic compounds (ROC) or nitrogen oxides (NOx), of 25 pounds per day (ppd). If a project produces more than this amount of either pollutant, it is considered to have a significant long-term effect on air quality. This threshold is not applied to construction-related emissions, as these emissions are temporary.

Following construction, the proposed project will not generate any vehicle trips or otherwise result in long-term air pollutant emissions. Air pollutant emissions will be generated by heavy equipment and construction materials and worker transportation, totaling approximately 21.7 ppd NOx and 3.1 ppd ROC.

Because the project will not generate long-term operational emissions, it is not considered to have a significant impact on air quality.

Mitigation: None required.

b. Expose sensitive receptors to potentially unhealthful pollutant concentrations?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☒	☐	☐

Response: The proposal will produce short-term impacts relative to dust generation and heavy equipment operation during construction of the proposed improvements. It should be noted, however, that the Ventura County Air Pollution Control District does not require that construction related ROC and NOx emissions be included in the emission totals for comparison with the operational ROC and NOx significance thresholds due to their temporary nature. Nevertheless, construction and demolition activities may expose people in the project vicinity to harmful levels of suspended particulate matter and will require mitigation.

Valley Fever (Coccidioidiomycosis) is a disease contracted by the inhalation of airborne spores of a fungus (*Coccidioides immitis*). The spores often become airborne through soil disturbance as a component of fugitive dust and this health hazard is consequently addressed as an air quality issue. The fungus is typically an inhabitant of undisturbed soil. Therefore, the potential for valley fever fungus to occur at the site is considered low. Dust generated by construction activities may expose adjacent residents to this pathogen. However, the project will incorporate standard dust control measures required by the Ventura County APCD, which will minimize dust generation and the potential for valley fever infection.

Mitigation:

1. Employ APCD approved polymer stabilizers or periodic watering to reduce fugitive dust emissions. This can reduce the amount of dust generated by up to 50% and will decrease the amount of water needed for dust control during grading.
2. Replace ground cover or apply chemical soil stabilizers to all inactive portions of the construction site (previously graded areas inactive for four days or more).
3. Cease all grading, clearing, earth moving, or excavation operations during periods of high winds (mph or greater in one hour). The Ventura County APCD can be contacted for meteorological information.
4. All trucks shall be required to cover their loads as required by California Vehicle Code, Section 2311.4

5. 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.

6. Sweep streets at the end of the day if visible soil material is carried over to adjacent roads.

7. Maintain equipment engines in good condition and in proper tune as per manufacturer's specifications.

8. Keep all grading and construction equipment on or near the site until those phases of development are completed.

9. Equipment idling time shall be minimized.

10. To the extent feasible, use alternately-fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric.

c. Conflict with the recommendations of Assembly Bill AB 32 in achieving a statewide reduction in greenhouse emissions, or be a significant emission source of CO_2?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Response: The project will result in the emissions of greenhouses gases (GHG) during the construction period primarily due to exhaust emissions from heavy equipment and motor vehicles. Construction-related GHG emissions were estimated using California Air Resources Board models (OFFROAD07, EMFAC14) and the California Climate Action Registry Reporting Protocol. Based on this analysis, the project is estimated to emit 84.0 metric tons of CO_2 equivalent during the construction period.

The Ventura County Air Pollution Control District (VCAPCD) has not adopted GHG significance thresholds. However, a November 8, 2011 staff report prepared by VCAPCD stated that consistency with any GHG thresholds developed by the South Coast Air Quality Management District (SCAQMD) is preferred. On December 5, 2008, the SCAQMD governing board adopted an interim GHG significance threshold of 10,000 metric tons per year CO_2 equivalent for industrial projects. As the project will emit less that the 10,000 metric ton threshold, the proposed project will not conflict with the State's ability to achieve the reduction targets under AB32 and will result in a less than significant impact on climate change.

d. Create objectionable odors affecting a substantial number of people?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: The proposed improvements to the Westlake Boulevard corridor is not expected to create any objectionable odors affecting a substantial number of people.

Mitigation: None required.

BIOLOGICAL RESOURCES. Would the project:

a. Have an adverse effect on any plant or animal species listed by the California Department of Fish and Game or U.S. Fish and Wildlife Service as a sensitive, special status species or rare and/or endangered?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: Based on the literature research and field survey documented in the Natural Environmental Study-Minimal Impacts prepared for the project for submittal to Caltrans, no listed rare, threatened or endangered plant or animal species was observed or expected within the study area.

Mitigation: None required.

b. Have a substantial adverse effect on any jurisdictional riparian or wetland vegetation?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: There is no jurisdictional riparian or wetland habitat within or adjacent to the project site.

Mitigation: None required.

c. Substantially interfere with, or create a barrier to the movement of wildlife?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: The project site (Westlake Boulevard corridor) is fully developed, lacks native vegetation and does not connect habitat areas. Therefore, the site does not support any wildlife dispersal or movement corridors. In addition, no movement corridors depicted in the Conservation Element of the General Plan occur in the project vicinity.

Mitigation: None required.

d. Conflict with any General Plan Policies or City Ordinances intended to protect native oak or landmark trees?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Response: The City's Oak Tree Preservation and Protection guidelines require that all oak trees (*Quercus* sp.) that exceed 2" in diameter when measured at a point 4.5 feet above the tree's natural grade are protected and must not be removed, relocated or encroached upon without first obtaining an Oak Tree Permit. Similarly, a Landmark Tree Permit is required for any project that involves encroachment on or removal of designated landmark trees, including larger specimens of black walnut, western sycamore and toyon.

A tree survey was conducted for the project, which identified coast live oak trees protected under the City's Oak Tree Preservation and Protection guidelines and western sycamore protected under the Landmark Tree Ordinance along the proposed sidewalk/walking path alignments. However, the sidewalk/walking path alignments have been designed to avoid these protected trees. Due to the shallow nature (mostly less than 12 inches) and limited width (six feet) of required excavation for the sidewalk, encroachment into the root zones of protected trees will be minimal. The project involves the removal of six landscaping trees (Aleppo pines), which are not protected.

Mitigation: None required.

CULTURAL RESOURCES. Would the project:

a. Cause the loss or adversely affect a significant historical resource?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: A cultural records search was conducted by the South Central Coastal Information Center of the California Historical Resources Information System located at California State University, Fullerton. The records search included a review of all recorded historic-era and prehistoric archaeological sites within a 1/8-mile radius of the affected segment of Westlake Boulevard. The records search did not identify any previously recorded cultural resources within the affected segment of Westlake Boulevard or the 1/8-mile search radius.

Mitigation: None required.

b. Result in the loss, partial destruction or secondary impacts to a significant archaeological resource?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Response: See response to part a. above. Archaeological resources are not expected to be encountered.

Mitigation: In the event that previously undiscovered cultural resources are encountered during construction activities, all work within the immediate vicinity shall be suspended until adequate measures can be implemented to mitigate adverse impacts as per Sub-section 7-3.09 (I) of the Thousand Oaks Municipal Code.

c. Directly or indirectly cause the loss of a unique paleontological resource?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: Based on review of the University of California Berkeley Museum of Paleontology on-line collections, the project site is not located in an area known to contain paleontological resources.

Mitigation: None required.

d. Disturb or displace any human remains, including those interred outside formal cemeteries by Native Americans?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: As noted in part a. above, the project site is not expected to contain any cultural resources, including human remains.

Mitigation: None required.

TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 50.1(k).

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: No tribal cultural resources were identified in the immediate project area as part of the cultural records search.

Mitigation: None required.

b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: No tribal cultural resources were identified in the immediate project area as part of the cultural records search.

Mitigation: None required.

GEOLOGY AND SOILS. Would the project:

a. Expose people or structures to potential substantial adverse effects, due to strong seismic ground shaking or rupture of a known earthquake fault?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Response: The entire Southern California region, including the City of Thousand Oaks, is located within a seismically active area. Based on review of the Geologic Map of the Thousand Oaks Quadrangle, there are no reported faults in proximity to the project site. In addition, the project site is not located within a designed Alquist-Priolo Special Studies Zone. Ground shaking is the cause of most damage during earthquakes. The predominant (10 percent probability of exceedance in 50 years) earthquake in the project area is magnitude 7.3. In the project area, the peak ground acceleration with a probability of 10 percent exceedance in 50 years is 0.48 g in alluvium conditions. In order to reduce the potential for catastrophic damage, structures will be designed in accordance with the seismic requirements of the Uniform Building Code and other applicable standards.

Mitigation: None required.

b. Be exposed to, or adversely affected by seismic-related ground failure, including liquefaction?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: Liquefaction occurs when strong, cyclic motions during an earthquake cause water-saturated soils to lose their cohesion and take on a liquid state. Liquefied soils are unstable and can subject overlying structures to substantial damage. The occurrence of liquefaction is highly dependent on local soil properties, depth to groundwater, and the strength and duration of a given ground-shaking event. Based on review of the Seismic Hazard Zone Report for the Thousand Oaks quadrangle, the project site is not located within a liquefaction hazard area. The proposed improvements will be constructed to withstand liquefaction, and no increase in public exposure to this hazard will occur.

Mitigation: None required.

c. Expose people or structures, either directly or indirectly, to landslides or other types of geotechnical hazards?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Response: Areas of high landslide or mudflow potential are typically hillside areas with slopes of greater than 10 percent. The project site does not include any slopes and is not located adjacent to any slopes that could produce landslides, and is not located within or adjacent to an Earthquake-Induced Landslide Hazard Zone.

Subsidence is generally related to over-pumping of groundwater or petroleum reserves from deep underground reservoirs. No recognized subsidence has been identified within the project area.

Expansive soils are primarily clay-rich soils subject to changes in volume with changes in moisture content. Shrinking and swelling of soils can damage overlying structures, roadways, and utilities. Native soil in the immediate project area is Cropley clay, with a high shrink-swell potential. However, all proposed improvements will be constructed within engineered fill associated with construction of Westlake Boulevard. Therefore, significant impacts associated with expansive soil is not anticipated.

Mitigation: None required.

GRADING AND TOPOGRAPHIC MODIFICATION. Would the project:

a. Result in encroachment into natural terrain exceeding 25% twenty-five percent gradient?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: The proposal will not involve any grading of slopes exceeding 25% gradient.

Mitigation: None required.

b. Result in the creation of any manufactured cuts or fills exceeding twenty-five (25') feet in height?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: Based on the project construction plans, there will be no manufactured cuts or fills exceeding twenty-five (25') feet in height.

Mitigation: None required.

c. Require the import or export of earthen soil or rock materials to, or from the site?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Response: Project-related earthwork will be very limited with minimal export or importation of earth materials. The selected construction contractor will prepare a traffic control plan (including truck routes) for review and approval by the City Public Works Department which will minimize disruption of traffic patterns and disturbance to neighborhoods.

Mitigation: None required.

HAZARDS AND HAZARDOUS MATERIALS. Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: The project is limited to pedestrian and bicycle improvements to an existing roadway corridor, with no change in traffic volumes or fleet mix (such as trucks carrying hazardous materials). Therefore, the project will not involve the routine transport, use or disposal of hazardous materials.

Mitigation: None required.

b. Pose a significant biological hazard due to a reasonably foreseeable upset or conditions involving the release of hazardous materials into the environment?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Response: Based on review of the Geotracker data base maintained by the State Water Resources Control Board, there are two gasoline fueling stations with recorded underground storage tank leakage within or adjacent to the project site; a Mobil station at the Westlake Boulevard/Townsgate Road intersection and a former Exxon station (now Shell) at the Westlake Boulevard/Thousand Oaks Boulevard intersection. The Mobil station case was closed in 2010 following monitoring of soil and groundwater. The Exxon station case was closed in 2013 following soil vapor extraction, and monitoring of soil and groundwater. The proposed project involves minimal earthwork, such that public exposure to contaminated soil during construction activities is not anticipated.

As a former State highway, lead-containing vehicle exhaust particulate matter was likely deposited along Westlake Boulevard when lead fuels were in use. This aerially-deposited lead may contaminate soils, and project-related construction may result in public exposure to lead. However, lead was tested at seven drill holes along the affected segment of Westlake Boulevard, and lead levels in soil were found to be non-hazardous.

Mitigation: None required.

c. Emit hazardous emissions or substances, within one-quarter mile of an existing or proposed school?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: The Carden Conejo School (private elementary) is located approximately 0.2 miles north of the affected segment of Westlake Boulevard. However, the project will not result in hazardous emissions.

Mitigation: None required.

d. Be located on or near a leaking underground fuel tank site which is included on a Ventura County Environmental Health Department LUFT list?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: See response to part b. above. Public exposure to contaminated soil associated with leaking underground storage tanks is not anticipated.

Mitigation: None required.

e. Interfere directly or indirectly with an adopted emergency response plan or emergency evacuation plan?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: There are no adopted emergency response plans or evacuation plans which will be affected by the proposal. City-required traffic control will ensure emergency access is maintained throughout the construction period.

Mitigation: None required.

f. Expose people or structures to a significant risk of loss, injury or death involving wildland fire?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: The project site is composed of pavement and irrigated landscaping, and has a low fire hazard. The project will not result in an increase in population or otherwise increase public exposure to fire hazards.

Mitigation: None required.

HYDROLOGY AND WATER QUALITY. Would the project:

a. Violate any state or federal water quality standards or waste discharge requirements?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: The proposed project will not result in an increase in traffic volumes, or otherwise contribute pollutants that may run-off into local storm drains and/or Westlake Lake or Potrero Valley Creek. Therefore, violation of basin water quality standards or water discharge requirements will not occur.

Mitigation: None required.

b. Substantially deplete ground water supplies or interfere with groundwater recharge?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: Groundwater is not expected to be encountered during project-related excavation. The project does not require a water supply, and is not expected to substantially deplete groundwater supplies or interfere with groundwater recharge. In addition, no water within the project area is available for domestic use.

Mitigation: None required.

c. Substantially alter the existing natural drainage pattern of the site or area?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: Along the affected segment of Westlake Boulevard, storm flow is conveyed via storm drains to Westlake Lake and Potrero Canyon Creek, which ultimately empties into the natural channel of Triunfo Canyon downstream of Westlake Lake. The proposed project will not directly affect these storm drains or substantially change local topography such that drainage patterns are altered.

Mitigation: None required.

d. Substantially increase the rate of surface water runoff which would result in flooding, erosion or sedimentation?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Response: The project will result in an incremental increase in the amount of surface runoff due to the increase in impervious surfaces (approximately 0.3 acres) associated with the proposed sidewalk. Note that the proposed walking path will be composed of permeable decomposed granite. As the increase in impervious surfaces will be small and distributed over 0.8 linear miles of Westlake Boulevard, it is anticipated that a substantial increase in flooding, erosion or sedimentation of affected drainages and storm drains will not occur.

Mitigation: None required.

e. Exceed the capacity of existing stormwater drainage systems, thereby exposing people or structures to significant risk, injury or loss?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Response: The project will result in an incremental increase in the amount of surface runoff due to the increase in impervious surfaces (approximately 0.3 acres) associated with the proposed sidewalk. As the increase in impervious surfaces will be small and distributed over 0.8 linear miles of Westlake Boulevard, it is anticipated that existing storm drains will accommodate this increase in storm run-off.

Mitigation: None required.

f. Construct housing within a 100-year flood hazard area as delineated on a federal Flood Hazard Boundary or Flood Insurance Rate Map?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: Based on the local Flood Insurance Rate Map (map no. 06111C0990E), the subject segment of Westlake Boulevard is not located within a regulatory floodway or base floodplain of any watercourse or lake. In any case, the project will not involve the construction of any housing.

Mitigation: None required.

LAND USE AND PLANNING. Would the project:

a. Physically divide an established community or conflict with a General Plan designation or zoning?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: The proposed project will not involve any change in land use or any other action that could physically divide the surrounding community.

Mitigation: None required.

b. Conflict with any applicable environmental plans or policies of any agency with jurisdiction over the project?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: The proposed project is consistent with the City's General Plan policies, and land use and zoning designations.

Mitigation: None required.

POPULATION AND HOUSING. Would the project:

a. Exceed official regional or local population projections?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: The proposed project will not involve any development that could directly or indirectly result in population increase such as new residential or commercial land uses.

Mitigation: None required.

b. Induce substantial growth outside the City's Planning Area, Urban Growth Limits, or Sphere of Influence boundaries?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: The proposed project will not involve any change in land use or new development that may induce population growth.

Mitigation: None required.

c. Displace existing housing, especially affordable housing?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: The proposed project will not displace any housing, either affordable or market rate.

Mitigation: None required.

ENERGY AND MINERAL RESOURCES. Would the project:

a. Result in the loss of availability of a known mineral resource that would be of a value to the region, or the residents of the state?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: Aggregate is the only locally important mineral resource, and is defined as construction grade sand and gravel. The affected segment of Westlake Boulevard is located in an area mapped as MRZ-1 (areas with no significant aggregate deposits). The nearest aggregate mine (Wayne J. Sand and Gravel Quarry) is located approximately 12.5 miles north of the project site.

The project site is not located in a mineral resource area, and will not hamper the extraction of such resources in the region. The proposed project will not adversely affect the Wayne J. Sand and Gravel Quarry, Grimes Rock or other mineral resource production sites, or the availability of these mineral resources.

Mitigation: None required.

b. Conflict with any energy conservation plans?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: The proposed project will not directly consume energy or indirectly increase energy consumption of the surrounding community.

Mitigation: None required.

c. Use non-renewable resources in a wasteful inefficient manner?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: The proposed project will result in consumption of non-renewable fossil fuels during construction, but not in a wasteful or inefficient manner.

Mitigation: None required.

NOISE. Would the project:

a. Expose persons to noise levels in excess of standards established in the General Plan or City's Noise Ordinance?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: The proposed project will not result in any increase in traffic volumes, traffic speed, or otherwise result in long-term noise increases at residential and commercial areas along Westlake Boulevard.

Mitigation: None required.

b. Expose people to severe short-term construction noise impacts?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Response: The proposed project will generate noise during the construction phase, including heavy equipment noise near residences during construction of the sidewalks and walking path. The Federal Highway Administration Roadway Construction Noise Model was used to estimate construction noise at the nearest residence. Equipment assumed to be operating during installation of the walking path (project component nearest residences) included a backhoe, roller and dump truck. Peak noise levels are estimated as 84.6 dBA Leq at the nearest residence (Northshore Lane).

Section 8-11.01 of the City's Municipal Code currently limits public construction projects to the hours of 7 a.m. to 7 p.m. Project construction will be conducted in compliance with the City's Municipal Code. The project will also comply with City policy that does not permit the congregation of construction workers or construction-related vehicles outside of the hours of construction at the project site or in nearby residential areas.

Mitigation: None required.

c. Result in a significant, 3 dBA, or greater cumulative increase in ambient noise levels?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: See part a. above, no long-term increase in ambient noise will occur.

Mitigation: None required.

PUBLIC SERVICES. Would the project:

Result in substantial impacts associated with the provision of new or expanded:

a. Fire Protection Services?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: The proposed project does not involve any structures or changes in land use requiring fire protection. The proposal will not result in the need for new or expanded fire protection service beyond what is already received in the area.

Mitigation: None required.

b. Police Protection Services?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: The proposed project does not involve any structures or changes in land use requiring police protection. The proposal will not result in the need for new or expanded police protection service beyond what is already received in the area.

Mitigation: None required.

c. Public Schools?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: The project is not residential and consequently will not generate students.

Mitigation: None required.

d. Any other public facilities?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: The proposed project involves improvements to public transportation facilities (sidewalks, bike lanes). No new or modified public facilities will be required to serve the project.

Mitigation: None required.

e. Recreation?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: Recreational facilities in the project area include Evenstar Park, Triunfo Community Park, Southshore Hills Park, Westlake Lake, Westlake Village Golf Course and several open space areas suitable for hiking. The proposed project does not involve residential land uses or other change in land use that will increase the usage of existing recreational facilities or increase the demand for new recreational facilities.

Mitigation: None required.

TRANSPORTATION/TRAFFIC. Would the project:

a. Cause a significant effect on traffic congestion where it increases the volume / capacity (V/C) ratio at an intersection by 0.02 or more in the peak hour and the resultant level of service at that intersection is C or worse?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Response: The proposed project will not generate vehicle trips, except during the construction period. The selected construction contractor will prepare a traffic control plan for review and approval by the City Public Works Department. Implementation of this plan will prevent significant traffic congestion associated with construction-related lane closures and other short-term roadway encroachment.

Mitigation: None required.

b. Result in inadequate emergency access?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: The proposed project does not involve any change in land use that could alter existing emergency access to residential and commercial areas along Westlake Boulevard. Implementation of the traffic control plan will ensure emergency access is maintained during the construction period.

Mitigation: None required.

UTILITIES AND SERVICE SYSTEMS. Would the project:

a. Exceed local wastewater treatment capacity or be inconsistent with any requirements of the State Regional Water Quality Control Board (SRWQCB)?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

Response: The proposed project will not generate wastewater requiring treatment. Adequate wastewater treatment capacity is available to surrounding land uses. Mandatory compliance with the SRWQCB regulations is required.

Mitigation: None required.

b. Have sufficient water supplies available, or are new or expanded entitlements needed?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Response: Excluding the construction period, the proposed project will not consume water supplies. Water service for construction (dust control, soil compaction, concrete) will be provided by the City of Thousand Oaks. Adequate water supplies are available to meet the demands of the project.

Mitigation: None required.

c. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

Response: The proposed project may generate solid waste during the construction period. Adequate landfill capacity is available; however, any solid waste generated will be recycled to the extent feasible, including asphalt and concrete.

Mitigation: None required.

MANDATORY FINDING OF SIGNIFICANCE.

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☐	☒

b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

c. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Unavoidable Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
☐	☐	☒	☐

ADDITIONAL SOURCE REFERENCES	
1	75% project plans prepared by MNS Engineers, Project CI 5337
2	Site visit
3	City of Thousand Oaks General Plan
4	City of Thousand Oaks Municipal Code
5	City of Thousand Oaks Zoning Maps
6	City of Thousand Oaks General Plan, Safety Element
7	City of Thousand Oaks Archaeological Resource Map
8	Ventura County Guidelines for the Preparation of Air Quality Impact Analysis
9	Natural Environmental Study-Minimal Impacts
10	City Data Base on Rare, Endangered or Sensitive Species
11	City of Thousand Oaks Police Department
12	Ventura County Fire Department
13	City of Thousand Oaks Public Works Department
14	Seismic Hazard Zone Report for the Thousand Oaks 7.5-minute Quadrangle, Ventura and Los Angeles Counties, California
15	City of Thousand Oaks General Plan, Noise Element
16	Aerially Deposited Lead Evaluation, Westlake Boulevard Sidewalk Improvement Project
17	Update of the Mineral Land Classification of Portland Cement Concrete Aggregate in Ventura, Los Angeles and Orange Counties, California, Part I Ventura County
18	Geologic Map of the Thousand Oaks Quadrangle, Ventura and Los Angeles Counties, California