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Environmental Impact Report

**Los Robles Comprehensive  
Cancer Center and the  
355 West Janss Road General  
Plan Amendment and Zone  
Change Project**  
**State Clearinghouse No. 2023040287**

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**DECEMBER 2023**

*Prepared for:*

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# Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AB	Assembly Bill
ACC	Advanced Clean Cars
ADA	Americans with Disabilities Act
AERMOD	American Meteorological Society/Environmental Protection Agency Regulatory Model
AFY	Acre feet per year
AHU	air handling unit
amsl	above mean seal level
ANSI	American National Standards Institute
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
ASTM	American Society for Testing and Materials
ATCM	Air Toxic Control Measure
ATP	Active Transportation Plan
bgs	below the ground surface
BMP	Best management practice
CAAQS	California Ambient Air Quality Standards
CAFE	corporate average fuel economy
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Occupational Safety and Health Administration
CalARP	California Accidental Release Prevention
CalEEMod	California Emissions Estimator Model
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CalGEM	California Geologic Energy Management
CalGreen	California Green Building Standards Code
California American Water	California American Water Ventura County District
Caltrans	California Department of Transportation
Cancer Center site	400 East Rolling Oaks Drive
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDWR	California Department of Water Resources
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERS	California Environmental Reporting System
CESA	California Endangered Species Act
CFC	California Fire Code

ACRONYMNS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
CFCs	chlorofluorocarbons
CFR	Code of Federal Regulations
CH <sub>4</sub>	methane
CHP	California Highway Patrol
CHRIS	California Historical Resources Information System
City	City of Thousand Oaks
CIWM	California Integrated Waste Management
CIWQS	California Integrated Water Quality System
CMWD	Calleguas Municipal Water District
CNDDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CO	carbon monoxide
CO <sub>2</sub> e	metric tons of CO <sub>2</sub> equivalent
COSCA	Conejo Open Space Conservation Agency
County	County of Ventura
CPA	Clean Power Alliance
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CRPD	Conejo Recreation & Park District
CRPR	California Rare Plant Rank
CUPA	Certified Unified Program Agency
CVUSD	Conejo Valley Unified School District
CWA	Clean Water Act
CZW	construction zone width
DAR	Dial-A-Ride
dB	decibel
dBA	A-weighted decibel
DOC	California Department of Conservation
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIA	Energy Information Administration
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act
EO	Executive Order
EOC	Emergency operations center
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
ESRI	Environmental Systems Research Institute, Inc.
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FESA	federal Endangered Species Act
FTA	Federal Transit Administration
GHG	greenhouse gas

ACRONYMNS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
GIS	geographic information system
gpd	Gallons per day
gpm	Gallons per minute
GSA	Groundwater Sustainability Agency
GSP	Groundwater Sustainability Plan
GWP	global warming potential
H <sub>2</sub> S	Hydrogen sulfide
HAA	Housing Accountability Act
HAP	hazardous air pollutant
HCP	Habitat conservation plan
HCTP	Hill Canyon Treatment Plan
HERO	Human and Ecological Response Office
HFC	hydrofluorocarbon
HHW	household hazardous waste
HMBP	hazardous materials business plan
HRA	Health risk assessment
HVAC	heating, ventilation, and air conditioning
IPCC	Intergovernmental Panel on Climate Change
ips	inches per second
ISA	International Society of Arboriculture
ITE	Institute of Transportation Engineers
Janss Road site	355 West Janss Road
kBtu	kilo British thermal units
KOP	key observation point
kWh	kilowatt-hours
LACM	Los Angeles County Museum
LADOT	Los Angeles Department of Transportation
L <sub>dn</sub>	day-night average noise level
L <sub>eq</sub>	energy-equivalent noise level over a given period
LEV	Low-Emission Vehicle
LID	Low Impact Development
L <sub>max</sub>	maximum sound level during the measurement interval
LOS	levels of service
LUST	leaking underground storage tank
MBTA	Migratory Bird Treaty Act
MC	Thousand Oaks Municipal Code
MM	Mitigation measure
MMcf	million cubic feet
MMT	million metric tons
MPO	Metropolitan Planning Organization
MRCA	Mountains Recreation and Conservation Authority
MS4	Municipal Separate Storm Sewer Systems
MT	metric tons

ACRONYMNS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
MW	megawatt
MWD	Metropolitan Water District of Southern California
MWEL0	Model Water Efficient Landscape Ordinance
MWh	Megawatt hour
mya	million years ago
N <sub>2</sub> O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection Act
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
NESHAP	National Emissions Standards for Hazards Air Pollutants
NF <sub>3</sub>	nitrogen trifluoride
NHMLA	Natural History Museum of Los Angeles County
NHTSA	National Highway Traffic Safety Administration
NO <sub>2</sub>	nitrogen dioxide
NOP	Notice of Preparation
NO <sub>x</sub>	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NPS	National Park Service
NRHP	National Register of Historic Places
NWPR	Navigable Waters Protection Rule
O <sub>3</sub>	ozone
OEAAA	Obstruction Evaluation/Airport Airspace Analysis
OHWM	Ordinary High-Water Mark
OPR	Governor’s Office of Planning and Research
OPR	Office of Planning and Research
OSHPD	Office of Statewide Health Planning and Development
Pb	lead
PFC	perfluorocarbon
PM <sub>10</sub>	particulate matter with an aerodynamic diameter less than or equal to 10 microns
PM <sub>2.5</sub>	particulate matter with an aerodynamic diameter less than or equal to 2.5 microns
PPV	Peak particle velocity
PRC	California Public Resources Code
PRIMP	Paleontological Resources Impact Mitigation Program
Project	Los Robles Comprehensive Cancer Center and the 355 West Janss Road General Plan Amendment and Zone Change Project
PWD	Public Works Department
RCNM	Roadway Construction Noise Model
RCP	Regional Comprehensive Plan
RCRA	Resources Conservation and Recovery Act
RFS	Renewable fuel standard
RHNA	Regional Housing Needs Allocation

ACRONYMNS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
ROG	reactive organic gas
RPS	Renewables Portfolio Standard
RSL	regional screening level
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SAFE	Safer Affordable Fuel-Efficient
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SCAG	Southern California Association of Governments
SCCAB	South Central Coast Air Basin
SCCIC	South-Central Coastal Information Center
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SF	square foot
SF <sub>6</sub>	sulfur hexafluoride
SGMA	Sustainable Groundwater Management Act
SLF	Sacred Land Files
SO <sub>2</sub>	sulfur dioxide
SO <sub>4</sub>	Sulfates
SoCalGas	Southern California Gas Company
SO <sub>x</sub>	sulfur oxides
SQDV	Stormwater Quality Design Volume
SQUIMP	Stormwater Quality Urban Impact Mitigation Plan
SR	State Route
SSURGO	Soil Survey Geographic Database
SVP	Society of Vertebrate Paleontology
SWIS	Solid Waste Information System
SWPPP	stormwater pollution prevention plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TAZ	traffic analysis zone
TCR	Tribal cultural resources
TDM	transportation demand management
TOMO	City of Thousand Oaks Municipal Code
TOSH	Thousand Oaks Surgical Hospital
TPA	transit priority area
TPZ	tree protection zone
TRU	Toxics Release Inventory
TWA	time-weighted average
USACE	U.S. Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
UST	underground storage tank

## ACRONYMNS AND ABBREVIATIONS

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Acronym/Abbreviation	Definition
UWMP	Urban Water Management Plan
VCAPCD	Ventura County Air Pollution Control District
VCFD	Ventura County Fire Department
VCSD	Ventura County Sheriff's Department
VCTC	Ventura County Transportation Commission
VCTM	Ventura County Transportation Model
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compound
VP	Vertebrate Paleontology
WEAP	Workers Environmental Awareness Program
ZEV	zero-emission vehicles



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# 1 Executive Summary

## 1.1 Introduction

This Environmental Impact Report (EIR) has been prepared by the City of Thousand Oaks (City) as lead agency pursuant to the California Environmental Quality Act (CEQA) and the CEQA. This EIR has been prepared to evaluate the environmental impacts associated with implementation of the Los Robles Comprehensive Cancer Center and the 355 West Janss Road General Plan Amendment and Zone Change Project (Project) (State Clearinghouse No. 2023040287).

This EIR is an informational document intended for use by the City, other public agencies, and members of the public in evaluating the potential environmental effects of the Project.

CEQA requires that local government agencies, before taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An EIR is a document designed to provide to the public and to local and state governmental agency decision makers an analysis of potential environmental consequences of a project to support informed decision making.

The City prepared this EIR to provide the public and responsible agencies information about the potential adverse impacts on the local and regional environment associated with implementation of the Project. This EIR was prepared pursuant to CEQA, codified as California Public Resources Code Section 21000 et seq., the CEQA Guidelines in the California Code of Regulations, Title 14, Section 15000 et seq., and the rules, regulations, and procedures for implementation of CEQA, as adopted by the City.

This summary provides a brief synopsis of the Project, results of the environmental analysis contained within this environmental document, alternatives to the Project that were considered, and major areas of controversy and issues to be resolved by decision-makers. This summary does not contain the extensive background and analysis found throughout the individual chapters within the EIR. Therefore, the reader should review the entire document to fully understand the Project and its environmental effects.

## 1.2 Project Location

### Cancer Center Site

The approximately 4.92-acre site is in the southern portion of the City, which is in Ventura County. The site is bordered to the north by Rolling Oaks Drive and medical office development, to the west by Los Padres Drive and residential development, to the east by undeveloped land and residential development, and to the south by undeveloped land designated as Los Padres Open Space and managed by the Conejo Open Space Conservation Agency (COSCA) and residential development. The Comprehensive Cancer Center site (Cancer Center site) located at 400 East Rolling Oaks Drive consists of Assessor's Parcel Number (APN) 681-0-180-265 and 681-0-180-275. Specifically, the Cancer Center site is in Section 16, Township 1 North, Range 19 West, as depicted on the U.S. Geological Survey Thousand Oaks, California 7.5-minute topographic quadrangle map.

Regional access to the Cancer Center site is provided via U.S. Route 101, which is located 0.2 miles north of the site. Local access is provided via Rolling Oaks Drive and Los Padres Drive.

## Janss Road Site

The 2.15- acre site is located at 355 West Janss Road in Thousand Oaks and approximately 2.3 miles northwest of the Cancer Center site. The site is bordered to the north by a medical office development, to the west by North Lynn Road and Wildwood Open Space managed by the COSCA, to the east by an internal access road and parking lot, and to the south by West Janss Road and residential development. The Janss Road site consists of APN 522-0-270-135. Specifically, the Site is in Section 00, Township 1 North, Range 18 West, as depicted on the U.S. Geological Survey Thousand Oaks, California 7.5-minute topographic quadrangle map.

Regional access to the Janss Road site is provided via U.S. Route 101, located 1.55 miles south of the site. Local access is provided via Lynn Road and Janss Road.

## 1.3 Project Description

### Project Summary

The Project consists of two components: (1) redevelopment of the 4.92-acre site off Rolling Oaks Drive as a comprehensive cancer center medical building (Cancer Center); and (2) a concurrent request for a General Plan Amendment and zone change at the 355 West Janss Road site to ensure no net loss of residential zoning capacity from approval of the comprehensive cancer center (Janss Road). Both project components are described further, below.

### Cancer Center

Approval of the Cancer Center would require a General Plan Amendment to modify the Cancer Center site's General Plan Land Use designation from Neighborhood Very Low to Commercial Neighborhood, and a Zone Change to modify the Cancer Center site's zoning designation from Rural-Exclusive (R-E-1AC) to Commercial Office (C-O).

The Cancer Center would result in construction of an approximately 58,000 square foot (SF) medical office that accommodates various cancer medical and patient services, having a split level amongst two stories with a mechanical rooftop screened with mansard roofing. The building height would range between 27 feet and 42 feet at its highest point. An Office of Statewide Health Planning and Development (OSHDP) 3 building is proposed, requiring state review and approval of building permits applied to clinics that are licensed pursuant to Health and Safety Code Section 1200. The medical building would accommodate patient rooms, treatment services, an office area for staff and physicians, conference/consultation rooms, a lounge, and general storage and utility areas.

The proposed Cancer Center consists of a new medical office building with primary access off Rolling Oaks Drive and secondary access off Los Padres Drive. Street-level parking would be provided on-site, including a drop-off area for patients. The Cancer Center would include 233 surface parking spaces, in accordance with the City Municipal Code requirements, including 26 electric vehicle charging spaces and 28 clean air stalls per CalGreen standards. In addition, the Cancer Center would include pedestrian and bicycle facilities that provide safe, continuous accessibility to the facility, including pedestrian pathways, crosswalks, and 24 on-site bicycle parking spots (short-term and long-term).

### Janss Road

The Housing Crisis Act of 2019, or Senate Bill 330 (SB 330), was passed in October 2019 to address California's housing shortage by expediting the approval process for housing development projects. The Housing Crisis Act prohibits some local discretionary land use controls and generally requires cities to approve housing developments

that comply with the objective standards in local zoning codes and general plans. It generally requires that a housing development project only be subject to the ordinances, policies, and standards adopted and in effect when a preliminary application is submitted. The Housing Crisis Act included amendments to the Housing Accountability Act (HAA), Planning and Zoning Law, and Permit Streamlining Act, setting new provisions statewide for housing development projects. Effective January 1, 2022, SB 330 is now extended until January 1, 2030, with the passage of SB 8.

The Cancer Center Project component would result in a General Plan Amendment to modify the Project site's General Plan Land Use designation from Neighborhood Very Low to Commercial Neighborhood, and a Zone Change to modify the Cancer Center site's zoning designation from Rural-Exclusive (R-E-1AC) to Commercial Office (C-O). With this amendment and rezone, the potential for buildout of up to 9 residential units would not occur at the Cancer Center site. To ensure compliance with the Housing Crisis Act and to allow the City to make the required findings pursuant to California's "No Net Loss" statute (California Government Code Section 65863), a General Plan Amendment from Institutional to Neighborhood Low 1 and Zone Change from Public, Quasi-public and institutional Lands and Facilities (PL) to Residential Planned Development, maximum 4.5 dwelling units per acre (RPD-4.5U) is proposed at the 2.15-acre site located at 355 West Janss Road in Thousand Oaks (APN 522-0-270-135) (Janss Road site). The Janss Road site is currently used for surface parking for the existing surgical center and supporting medical services.

The Project would involve a General Plan Amendment to modify the Janss Road site's General Plan Land Use designation from Institutional to Neighborhood Low 1, and a Zone Change to modify the site's zoning designation from Public, Quasi-public and Institutional Lands and Facilities (PL) to Residential Planned Development, maximum 4.5 dwelling units per acre (RPD-4.5U).

## Project Construction

### Cancer Center

Construction activities associated with the Cancer Center would include demolition activities, excavation, and relocation of soil on the Cancer Center site, backfilling and compaction of soils, construction of infrastructure improvements (water supply, wastewater, drainage facilities, electrical and natural gas, retaining walls, roadway, parking, and driveway improvements), and construction of the medical building.

Based on detailed information provided by the Project Applicant, it had been contemplated that construction of the Cancer Center may have commenced as early as February 2024 and occur over approximately 18 months with project completion in August 2025. As part of the project, Tier 4 construction equipment would be used and therefore is incorporated as a project design feature. Consistent with Section 8-11.01 of the City's Municipal Code, construction activity would be limited between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday. The analysis contained herein is based on the following assumptions (duration of phases is approximate):

- Project construction is proposed to begin in February 2024 and occur over approximately 18 months with project completion in August 2025.
- Demolition: approximately 29 days (2/1/2024 – 3/1/2024)
- Grading: approximately 90 days (3/1/2024 – 5/30/2024)
- Building construction: approximately 428 days (5/30/2024 – 8/1/2025)

- Paving and landscaping: approximately 113 days (within Building construction)
- Architectural coating: approximately 120 days (12/11/2024 – 4/10/2025)

Development of the Cancer Center would require demolition and removal of the existing on-site remnants of the previous daycare facility, including removal of asphalt and concrete pavement, building pads curbs, stairs and railings, iron and chain link fencing, gutters, headwalls, power and light poles, and some existing electrical lines. These materials would be transported off site to transfer stations and landfill facilities. The Cancer Center site would then be graded, and it is estimated there would be approximately 30,335 cubic yards of cut and 17,865 cubic yards of fill, resulting in 12,470 cubic yards of export to balance the site during the grading phase.

### Janss Road

As discussed above, no specific residential development project has been proposed for the Janss Road site. However, the proposed modification in land use designation and rezone of the site would allow for future residential uses on site. As such, reasonably foreseeable development would consist of residences developed at the maximum allowable intensity of 9 units on the 2.15-acre site. No specific development plan is proposed at this time, as such, it would be speculative to assume the type of housing, mix and size of units, building footprint and/or overall design that would be developed at Janss Road as part of this EIR.

Additionally, all site modifications, including revisions to the existing parking and landscaping, and proposed improvements would be analyzed for consistency with the City's regulations in place when a development application is submitted. The environmental effects of a future residential development project which require an understanding of a specific site plan and development details would be analyzed as part of the CEQA process associated with the discretionary approvals required for a future residential development project at the Janss Road site.

However, in the interest of fully and conservatively disclosing the potential for air quality construction impacts related to the future construction of a 9-unit, single-family residential development project, CalEEMod default assumptions have been applied. It is reasonably foreseeable that construction activities associated with a future residential development would include demolition of the existing parking lot, excavation, and relocation of soil on the site, backfilling and compaction of soils, construction of infrastructure improvements (water supply, wastewater, drainage facilities, electrical and natural gas, retaining walls, roadway, parking, and driveway improvements), and construction of residential units and associated improvements to the site.

For purposes of estimating project emissions, and based on information provided by the project applicant, it is assumed that construction of the project would commence in February 2027<sup>1</sup> and would last approximately 13 months, ending in February 2028. As a project design feature, the project has committed to using Tier 4 Final certified construction equipment. Consistent with Section 8-11.01 of the City's Municipal Code, construction activity would be limited between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday. The analysis contained herein is based on the following conservative assumptions (duration of phases is approximate):

- Demolition (1 month)
- Site Preparation (1 week)
- Grading (2 weeks)

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<sup>1</sup> The analysis assumes a construction start date of February 2027, which represents the earliest date construction would initiate. Assuming the earliest start date for construction represents the worst-case scenario for criteria air pollutant and GHG emissions because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

- Building construction (11 months)
- Paving (2 weeks)
- Architectural coating (2 weeks)

As described above, it is assumed that existing on-site trees along the Janns Road site boundaries would remain in place and that trees and landscaping located between existing parking rows would be removed. Depending on the type and mix of housing ultimately proposed, landscape coverage, private and common open space, and setbacks would be provided consistent with City requirements. A future residential development would require demolition and removal of the existing parking lot asphalt and associated development (i.e., lighting poles, etc.). As there is no development plan for the Janns Road site, no cut or fill was assumed. The existing parking lot would need to be removed during the demolition phase and is expected to result in approximately 3,500 tons of debris to be hauled off site. Construction activities would typically include site preparation (e.g., removal of landscaping and potted trees located within parking rows), grading, building construction/utility installation, paving, and architectural coating.

## 1.4 Project Objectives

Consistent with the Project's purpose and need, and to comply with recent State housing law, the primary objectives sought are as follows:

- **Objective 1:** Provide a state-of-the-art cancer center that consolidates various cancer services, cancer medical equipment, and patient service-related functions within a single comprehensive cancer treatment facility located adjacent to the existing Thousand Oaks Surgical Hospital (TOSH) to allow for improved patient convenience, efficiency, and quality of care.
- **Objective 2:** Redevelop an underutilized site with a modern and attractive cancer center building that is adjacent to other medical offices, surgical hospital, and near a key transportation corridor, thereby reducing trips and providing convenience for patients.
- **Objective 3:** Maximize employment opportunities by entitling a cancer center that is responsive to market needs and which will add high quality jobs to the Site.
- **Objective 4:** Ensure the building design and massing are sensitively developed relative to the surrounding built environment and compatible with existing hillside conditions, including limiting the amount of grading and dirt export to the greatest extent possible, while still meeting the critical need to consolidate multiple patient services into a single facility.
- **Objective 5:** Ensure no net loss of residential zoning capacity from approval of the scope of work at the Cancer Center site by providing residential zoning capacity at another location in the City.

## 1.5 Discretionary Actions

The City is the Lead Agency for the Project and has discretionary authority over the Project proposal, pursuant to CEQA Guidelines Section 15050. The following discretionary and ministerial actions under the jurisdiction of either the City or a responsible or trustee agency would be required. This EIR covers all federal, state, and local government and quasi-government approvals that may be needed to implement both Project components, whether or not they are explicitly listed herein or elsewhere in this EIR (14 CCR 15124[d]).

## Cancer Center Component

### Discretionary Approvals

- **General Plan Amendment (2022-70587-LU):** to change the Land Use Element category designations from Neighborhood Very Low to Commercial Neighborhood for a 4.92-acre site located at 400 East Rolling Oaks Drive.
- **Zone Change (2022-70733-Z):** to change the zoning designation of 400 East Rolling Oaks Drive from R-E-1AC (Rural Exclusive, maximum one dwelling unit to the acre) to C-O (Commercial Office).
- **Development Permit (2022-70732-DP):** to allow the construction and use of the facility, including a waiver to construct a 42-foot-tall building (at maximum height).
- **Parcel Map Waiver (2022-70736-PMW):** to merge APNs 681-0-180-275 and 681-0-180-265 into one lot.
- **Protected Tree Permit (2022-70735-PTP):** for encroachment and removal of protected trees (approx. 14 protected trees would be removed and replaced 3:1).
- **Landscape Plan Check (LPC-2023-70008):** for landscape conformance review.
- **Certification of EIR (2022-70775-EIR):** The City Council will certify or reject this EIR, along with appropriate CEQA Findings, any Statement of Overriding Considerations, and the mitigation monitoring and reporting program.

### Ministerial Approvals

- Construction Permits, including building, grading, foundation, and associated permits as may be required by the OSHPD; and
- Encroachment and Haul Route Permit, as may be required by the City.

### Other Agencies Whose Approval May be Required

- Regional Water Quality Control Board. The Regional Water Quality Control Board may require a Stormwater NPDES for construction and operation; and
- Ventura County Air Pollution Control District. The Ventura County Air Pollution Control District would require an Assembly Bill 3205 form to be submitted for approval prior to issuance of a demolition permit.

## Janss Road

The following discretionary actions under the jurisdiction of the City would be required. This EIR covers all federal, state, and local government and quasi-government approvals that may be needed to implement the Project, whether or not they are explicitly listed herein or elsewhere in this EIR (14 CCR 15124[d]).

### Discretionary Approvals

- **General Plan Amendment (2022-70587-LU):** Project implementation would require approval of the General Plan Amendment to modify the Project Site's General Plan land use designation and from Institutional to Neighborhood Low 1 for a 2.15-acre site located at 355 West Janss Road.
- **Zone Change (2022-70733-Z):** Project implementation would require approval of a zone change to change the Janss Road site's zoning from Public, Quasi-public and Institutional Lands and Facilities (PL) to Residential Planned Development, maximum 4.5 dwelling units per acre (RPD-4.5U).
- **Certification of EIR (2022-70775-EIR):** The City Council will certify or reject this EIR, along with appropriate CEQA Findings, any Statement of Overriding Considerations, and the mitigation monitoring and reporting program.

The City would use this EIR and associated documentation in its decision to approve or deny the required discretionary permits. Other responsible and/or trustee agencies can use this EIR and supporting documentation in their decision-making process to issue additional approvals. These additional approvals may include approvals such as a site-specific Stormwater Pollution Prevention Plan.

## 1.6 Summary of Impacts

Table 1-1 presents a summary of the Project's significant environmental impacts and mitigation measures that would reduce or avoid those effects, and the level of significance of the impact after implementation of the mitigation measures. Except for those specific impacts identified in Table 1-1, the Project would result in less than significant or no impacts regarding all other resource areas evaluated.

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
<b>Aesthetics</b>			
Would the Project have a substantial adverse effect on a scenic vista?	Less-than-Significant	None required.	Less-than-Significant
Would the Project substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	Cancer Center: Less-than-Significant Janss Road: No impact	None required.	Cancer Center: Less-than-Significant Janss Road: No impact
If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	Less-than-Significant	None required.	Less-than-Significant
Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less-than-Significant	None required.	Less-than-Significant
<b>Air Quality</b>			
Would the Project conflict with or obstruct implementation of the applicable air quality plan?	Less-than-Significant	None required.	Less-than-Significant
Would the Project 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?	Less-than-Significant	None required.	Less-than-Significant
Would the Project expose sensitive receptors to substantial pollutant concentrations?	Less-than-Significant	None required.	Less-than-Significant
Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less-than-Significant	None required.	Less-than-Significant



**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
<b>Biological Resources</b>			
<p>Would the Project 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 U.S. Fish and Wildlife Service?</p>	<p>Potentially Significant</p>	<p><b>MM-BIO-1 Coastal California Gnatcatcher Protocol Survey and Permitting (Cancer Center site).</b> Prior to the issuance of a grading permit for the project, the applicant will retain a FESA section 10(a)(1)(A)-permitted biologist to conduct a protocol level survey for the coastal California gnatcatcher. The surveys will be conducted per the USFWS protocols (USFWS 1997) and will be conducted during the breeding season of the species (March 15 through June 30). Six surveys will all be conducted at least one week apart within the suitable habitat on the Project site. The adjacent private parcels will be surveyed from the Project site using binoculars. Results of the surveys will be submitted in a report to the USFWS and City. If the results of the survey are negative for coastal California gnatcatcher, then the suitable habitat on the Project site is considered not occupied and no further mitigation regarding the species is required.</p> <p>Compensatory Habitat Mitigation: If coastal California gnatcatcher is found to be occupying the suitable habitat on site, then the applicant will consult with the USFWS on the need for permitting for the species under FESA. The Project does not have a federal nexus (i.e., impacts to waters of the U.S.), so it is expected that Section 10 of FESA would be the permitting pathway and an HCP would need to be developed. The 1.78 acres of suitable habitat (coastal sage scrub) will require a minimum of 1:1 replacement of in-kind habitat that is occupied by the species in the vicinity of the Project site. Since there are no available mitigation banks in the Project</p>	<p>Less-than-Significant</p>

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<p>vicinity, a City-approved property containing at least 1.78 acres of suitable coastal California gnatcatcher habitat would be purchased within the Conejo Valley. The property would have a conservation easement placed on it, with the Conejo Open Space Conservation Agency or similar entity holding the conservation easement. The applicant would fund an endowment for the management of the property in perpetuity. The establishment of the conservation area is expected to be done in conjunction with the HCP process with USFWS, both of which must be completed prior to issuance of a grading permit for the Project.</p> <p>Nesting Season Avoidance: If coastal California gnatcatcher is found to be occupying the suitable habitat on site, then all vegetation removal must occur from July 1 to March 14 to avoid the direct take of nests with eggs or young.</p> <p><b>MM-BIO-2 Biological Monitoring (Cancer Center site).</b> Prior to the issuance of a grading permit, the Applicant shall submit the qualifications of potential Biological Monitor(s) to the City for review and approval. The Applicant shall then retain the City-approved Biological Monitor(s) during Project construction to monitor construction activities and to ensure compliance with all mitigation measures. The Biological Monitor shall be present on site during all vegetation removal and each day prior to the commencement of grading activities. The Biological Monitor shall be responsible for conducting a pre-construction clearance survey and any wildlife (common or special-status) shall be relocated to City-approved areas. Pre-construction clearance surveys</p>	

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<p>shall be conducted prior to construction of each new phase of the development. The Biological Monitor shall monitor to ensure that wildlife do not become entrapped in excavation or trenching areas. Safeguards shall be implemented during daytime periods of non-activity and overnight, such as a placing a platform over trenches, flush with the ground surface; installing escape ramps in trenches; or installing exclusionary fencing. Should relocation of any trapped wildlife be required, construction shall be halted until the Biological Monitor arrives on site and clears the work area (in compliance with all applicable permits and authorizations).</p> <p>Daily monitoring reports shall be prepared by the Biological Monitor that at a minimum document the results of any surveys conducted, wildlife relocations, construction activities performed, compliance issues observed, corrective actions taken, and include photos. The monitoring reports shall be made available to the City Community Development Department.</p> <p><b>MM-BIO-3 Nesting Birds (Cancer Center site and Janss Road site).</b> Project construction shall be conducted in compliance with the conditions set forth in the Migratory Bird Treaty Act and California Fish and Game Code with methods approved by the California Department of Fish and Wildlife to protect active bird/raptor nests. Vegetation removal shall occur during the non-breeding season for nesting birds (generally late September to early March) and nesting raptors (generally early July to late January) to avoid impacts to nesting birds and raptors. However, if the Project requires that work be initiated</p>	

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<p>during the breeding season for nesting birds (March 1–September 30) and nesting raptors (February 1–June 30), in order to avoid direct impacts on active nests, a pre-construction survey shall be conducted by a City-approved Biologist for nesting birds and/or raptors within 3 days prior to clearing or disturbance of any vegetation. The survey will be conducted within 300 feet for nesting birds and within 500 feet for nesting raptors and coastal California gnatcatcher. If the Biologist does not find any active nests within or immediately adjacent to the impact areas, the vegetation clearing/construction work shall be allowed to proceed.</p> <p>If the City-approved Biologist finds an active nest within or immediately adjacent to the construction area and determines that the nest may be impacted or breeding activities substantially disrupted, the Biologist shall delineate an appropriate buffer zone around the nest depending on the sensitivity of the species and the nature of the construction activity. Any nest found during survey efforts shall be mapped on the construction plans, which will be included in the report(s) documenting the survey(s) that will be submitted to the City within three days of the completion of the survey. The active nest shall be protected until nesting activity has ended. To protect any nest site, the following restrictions to construction activities shall be required until nests are no longer active, as determined by the City-approved Biologist: (1) clearing limits shall be established within a buffer around any occupied nest (the buffer shall be 100–300 feet for nesting birds and 300–500 feet for nesting raptors and California gnatcatcher), unless otherwise determined by a</p>	

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<p>qualified Biologist and (2) access and surveying shall be restricted within the buffer of any occupied nest, unless otherwise determined by the City-approved Biologist. Encroachment into the buffer area around a known nest shall only be allowed if the Biologist determines that the proposed activity would not disturb the nest occupants. Construction can proceed when the Biologist has determined that fledglings have left the nest, or the nest has failed.</p> <p><b>MM-BIO-4 Bat Roost Avoidance (Cancer Center site and Janss Road site).</b> Prior to the issuance of a grading permit, the Applicant shall submit the qualifications of the biologist(s) to the City for review and approval. The City-approved biologist shall conduct a pre-construction bat habitat assessment of mature trees marked for potential removal. Potential for roosting shall be categorized by 1) potential for solitary roost sites, 2) potential for colonial roost sites (10 bats or more). If the potential for colonial roosting is determined, those trees shall not be removed during the bat maternity roost season (March 1 – July 31). Trees potentially supporting colonial roosts outside of maternity roost season, and trees potentially supporting solitary roosts may be removed via a two-step removal process, whereby some level of disturbance (such as trimming of lower branches) (at the direction of the City-approved biologist) is applied to the tree on day one to allow bats to escape during the darker hours, and the roost tree shall be removed two days later (i.e., there shall be no less or more than two nights between initial disturbance and the grading or tree removal). The trees will be dropped slowly under the supervision of the City-approved biologist and</p>	

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<p>documented in the Biological Monitor’s daily monitoring report (see MM-BIO-2).</p> <p><b>MM-BIO-5 Crotch Bumble Bee Pre-Construction Surveys.</b> A pre-construction survey for Crotch bumble bee shall be conducted within the construction footprint prior to the start of ground-disturbing construction activities occurring during the Crotch bumble bee nesting period (February 1 through October 31). The survey shall ensure that no nests for Crotch bumble bee are located within the construction area. The pre-construction survey shall include 1) a habitat assessment and 2) focused surveys, both of which will be based on recommendations described in the “Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species,” released by the California Department of Fish and Wildlife (CDFW) on June 6, 2023, or the most current at the time of construction.</p> <p>The habitat assessment shall, at a minimum, include historical and current species occurrences; document potential habitat on site including foraging, nesting, and/or overwintering resources; and identify which plant species are present. For the purposes of this mitigation measure, nest resources are defined as abandoned small mammal burrows, bunch grasses with a duff layer, thatch, hollow trees, brush piles, and man-made structures that may support bumble bee colonies such as rock walls, rubble, and furniture. The habitat assessment will be repeated prior to February 1 in each year ground-disturbing activities will occur to determine if nesting resources are present within the impact area. If</p>	

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<p>nesting resources are present in the impact area, focused surveys will be conducted.</p> <p>The focused survey will be performed by a biologist with expertise in surveying for bumble bees and include at least three (3) survey passes that are not on sequential days or in the same week, preferably spaced two to four weeks apart. The timing of these surveys shall coincide with the Colony Active Period (April 1 through August 31 for Crotch bumble bee). Surveys may occur between 1 hours after sunrise and 2 hours before sunset. Surveys will not be conducted during wet conditions (e.g., foggy, raining, or drizzling) and surveyors will wait at least 1 hour following rain. Optimal surveys are when there are sunny to partly sunny skies that are greater than 60° Fahrenheit. Surveys may be conducted earlier if other bees or butterflies are flying. Surveys shall not be conducted when it is windy (i.e., sustained winds greater than 8 mph). Within non-developed habitats, the biologist shall look for nest resources suitable for bumble bee use. Ensuring that all nest resources receive 100% visual coverage, the biologist shall watch the nest resources for up to five minutes, looking for exiting or entering worker bumble bees. Worker bees should arrive and exit an active nest site with frequency, such that their presence would be apparent after five minutes of observation. If a bumble bee worker is detected, then a representative shall be identified to species. Biologists should be able to view several burrows at one time to sufficiently determine if bees are entering/exiting them depending on their proximity to one another. It is up to the discretion of the biologist regarding the actual survey viewshed limits</p>	

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<p>from the chosen vantage point which would provide 100% visual coverage; this could include a 30- to 50-foot-wide area. If a nest is suspected, the surveyor can block the entrance of the possible nest with a sterile vial or jar until nest activity is confirmed (no longer than 30 minutes).</p> <p>Identification will include trained biologists netting/capturing the representative bumble bee in appropriate insect nets, per the protocol in U.S. National Protocol Framework for the Inventory and Monitoring of Bees. The bee shall be placed in a clear container for observation and photographic documentation if able. The bee will be photographed using a macro lens from various angles to ensure recordation of key identifying characteristics. If bumble bee identifying characteristics cannot be adequately captured in the container due to movement, the container will be placed in a cooler with ice until the bumble bee becomes inactive (generally within 15 minutes). Once inert, the bumble bee shall be removed from the container and placed on a white sheet of paper or card for examination and photographic documentation. The bumble bee shall be released into the same area from which it was captured upon completion of identification. Based on implementation of this method on a variety of other bumble bee species, they become active shortly after removal from the cold environment, so photography must be performed quickly.</p> <p>If Crotch bumble bee nests are not detected, no further mitigation would be required. The mere presence of foraging Crotch bumble bees would not require implementation of additional minimization</p>	



**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<p>measures because they can forage up to 10 kilometers from their nests. If nest resources occupied by Crotch bumble bee are detected within the construction area, no construction activities shall occur within 100 feet of the nest, or as determined by a qualified biologist through evaluation of topographic features or distribution of floral resources. The nest resources will be avoided for the duration of the Crotch bumble bee nesting period (February 1 through October 31). Outside of the nesting season, it is assumed that no live individuals would be present within the nest as the daughter queens (gynes) usually leave by September, and all other individuals (original queen, workers, males) die. The gyne is highly mobile and can independently disperse to outside of the construction footprint to surrounding open space areas that support suitable hibernacula resources.</p> <p>A written survey report will be submitted to the City and CDFW within 30 days of the pre-construction survey. The report will include survey methods, weather conditions, and survey results, including a list of insect species observed and a figure showing the locations of any Crotch bumble bee nest sites or individuals observed. The survey report will include the qualifications/resumes of the surveyor(s) and approved biologist(s) for identification of photo vouchers, detailed habitat assessment, and photo vouchers. If Crotch bumble bee nests are observed, the survey report will also include recommendations for avoidance, and the location information will be submitted to the California Natural Diversity</p>	

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<p>Database (CNDDDB) at the time of, or prior to, submittal of the survey report.</p> <p>If the above measures are followed, it is assumed that the project shall not need to obtain authorization from CDFW through the California Endangered Species Act Incidental Take Permit process. If the nest resources cannot be avoided, as outlined in this measure, the project applicant will consult with CDFW regarding the need to obtain an Incidental Take Permit. Any measures determined to be necessary through the Incidental Take Permit process to offset impacts to Crotch bumble bee may supersede measures provided in this CEQA document and shall be incorporated into the habitat mitigation and monitoring plan.</p> <p>In the event an Incidental Take Permit is needed, mitigation for direct impacts to Crotch bumble bee will be fulfilled through compensatory mitigation at a minimum 1:1 nesting habitat replacement of equal or better functions and values to those impacted by the project, or as otherwise determined through the Incidental Take Permit process. Mitigation will be accomplished either through off-site conservation or through a CDFW-approved mitigation bank. If mitigation is not purchased through a mitigation bank, and lands are conserved separately, a cost estimate will be prepared to estimate the initial start-up costs and ongoing annual costs of management activities for the management of the conservation easement area(s) in perpetuity. The funding source will be in the form of an endowment to help the qualified natural lands management entity that is ultimately selected to hold the conservation</p>	

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<p>easement(s). The endowment amount will be established following the completion of a project-specific Property Analysis Record to calculate the costs of in-perpetuity land management. The Property Analysis Record will consider all management activities required in the Incidental Take Permit to fulfill the requirements of the conservation easement(s), which are currently in review and development.</p>	
<p>Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<p>Potentially Significant</p>	<p><b>MM-BIO-2</b></p> <p><b>MM-BIO-7 Demarcation of Disturbance Limits (Cancer Center site).</b> Prior to commencement of earthwork for each phase of Project construction, the construction limits shall be clearly demarcated (e.g., installation of flagging or temporary high visibility construction fence), as recommended by the City-approved Biological Monitor. All construction activities including equipment staging and maintenance shall be conducted within the marked disturbance limits to prevent inadvertent disturbance to sensitive vegetation communities outside the limits of work. The flagging shall be maintained throughout construction.</p> <p><b>MM-BIO-8 Invasive Species Prevention (Cancer Center site).</b> The Project shall not include invasive plant species listed in the California Invasive Plant Council (Cal-IPC) inventory in project landscaping palettes. Project landscape palettes shall be reviewed and approved by the Community Development Director or their designee to ensure that invasive plant species are excluded. In addition, to prevent the spread of invasive plant species during construction and until the establishment of</p>	<p>Less-than-Significant</p>

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<p>common landscaped areas associated with the project, the following measures shall be implemented:</p> <ul style="list-style-type: none"> <li>▪ A Workers Environmental Awareness Training (WEAT) program will be prepared that will include invasive species prevention measure implemented by the project. The WEAT will include descriptions of the common invasive plants known in the region. The WEAT will also include descriptions of sensitive resources known to occur in the Project site and the procedures to follow should a sensitive resource be encountered.</li> <li>▪ All mobile vehicles and construction equipment shall be washed prior to entering the Project site in an upland location where any seed material from invasive species will be contained and not carried onto the Project site. Logs of the washing will be submitted monthly to the City.</li> <li>▪ Following the completion of grading activities, for those areas of the Project site that are graded but not yet developed/landscaped, the City-approved Biological Monitor shall conduct monthly spot checks to prevent the introduction or establishment of invasive plant species onto the graded areas (see MM BIO-4). If invasive species are identified, the Biological Monitor shall remove the plants with hand tools or weeding equipment to prevent propagation.</li> <li>▪ All vegetative material removed from the Project Footprint shall be transported in a covered vehicle and will be disposed of at a certified disposal site.</li> </ul>	

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<p><b>MM-BIO-9 Landscaping Plan (Cancer Center site).</b>                      Prior to the issuance of the first grading permit, the Applicant shall prepare a landscaping plan submit the landscaping plan to the City for review and approval. The landscaping plan shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ Plant species list shall include scientific name, common name, plant container size, and quantities.</li> <li>▪ Invasive plant species (designated by the California Invasive Plant Council) shall not be included in the landscaping plan as they could establish off-site and have negative impacts to the adjacent habitats.</li> <li>▪ Non-native milkweeds shall not be included in the landscaping plan as they could establish off-site and have negative impacts to the adjacent habitats.</li> <li>▪ Plant layout shall indicate the location of the plant species.</li> <li>▪ Planting notes shall include irrigation and plant installation requirements such as mulch requirements.</li> <li>▪ Where native species are required, the species shall be regionally appropriate native species of the region (locally indigenous native species).</li> </ul>	
<p>Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p>	<p>Less-than-Significant</p>	<p>None required.</p>	<p>Less-than-Significant</p>

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
<p>Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</p>	<p>Less-than-Significant</p>	<p>None required.</p>	<p>Less-than-Significant</p>
<p>Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p>	<p>Potentially Significant</p>	<p><b>MM-BIO-10 Oak Tree Removal and Replacement (Cancer Center site and Janss Road site).</b> A total of 28 24-inch box size and 17 36-inch box size oak trees shall be planted and depicted on the landscape architect’s planting plan. If different sized oak trees are proposed for installation or an alternate mitigation site is identified, the proposed size, quantity, and site shall be approved by the City of Thousand Oaks Community Development Director. Trees shall be installed per ISA tree planting specifications under the direction and supervision of an ISA Certified Arborist. Installed trees shall be monitored by an ISA Certified Arborist for the first 5 years after installation. The ISA Certified Arborist shall submit an annual report documenting tree species, diameter, height above grade, measured dripline, appearance and health conditions, physical description, and photographs of each tree.</p> <p><b>MM-BIO-11 Tree Protection Prior to Construction (Cancer Center site and Janss Road site).</b> An ISA Certified Arborist shall be retained to oversee implementation of the following:</p> <p><b>Fencing:</b> All remaining trees that will not be relocated or removed shall be preserved and protected in place. Trees within approximately 15 feet of proposed construction activity shall be temporarily fenced with chain link or other material satisfactory to City planning staff throughout grading and</p>	<p>Less-than-Significant</p>

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<p>construction activities. The fencing shall be installed 5 feet outside of the dripline of each tree (or edge of canopy for cluster of trees), be 4 feet tall, and staked every 6 feet. For trees located south of the project site and within 15 feet of construction limits, fencing may be installed closer to the trees and within the tree protection zone (TPZ) for trees that are otherwise protected by the existing retaining wall to the south of the project site. The fenced area shall be considered the TPZ unless proximate construction requires temporary removal.</p> <p><b>Flagging:</b> Above ground tree parts that could be damaged by construction equipment (e.g., low limbs, trunks) shall be flagged with red ribbon prior to the start of construction.</p> <p><b>Pre-Construction Meeting:</b> A pre-construction meeting shall be held between all contractors (including grading, tree removal/pruning, builders) and the ISA Certified Arborist. The ISA Certified Arborist shall instruct the contractors on tree protection practices and answer any questions. All equipment operators and spotters, assistants, or those directing operators from the ground, shall provide written acknowledgement of their receiving tree protection training. This training shall include information on the location and marking of protected trees, the necessity of preventing damage, and the discussion of work practices that will accomplish such.</p> <p><b>MM-BIO-12 Tree Protection and Maintenance During Construction (Cancer Center site and Janss Road site).</b> An International Society of Arboriculture (ISA)</p>	

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<p>Certified Arborist shall be retained to oversee implementation of the following:</p> <p><b>Equipment Operation and Storage:</b> Heavy equipment operation and storage shall be avoided tree protection zone (TPZ). Operating heavy machinery around the root zones of trees will increase soil compaction, which decreases soil aeration and subsequently reduces water penetration in the soil. All heavy equipment and vehicles shall, at minimum, stay out of the fenced TPZ, unless where specifically approved in writing and under the supervision of an ISA Certified Arborist or as provided by the approved landscape plan.</p> <p><b>Storage and Disposal:</b> Do not store or discard any supply or material, including paint, lumber, concrete overflow, etc. within the tree protection zone. Remove all foreign debris within the tree protection zone; it is important to leave the duff, mulch, chips, and leaves around the retained trees for water retention and nutrients. Avoid draining or leakage of equipment fluids near retained trees. Fluids such as gasoline, diesel, oils, hydraulics, brake and transmission fluids, paint, paint thinners, and glycol (anti-freeze) shall be disposed of properly. Keep equipment parked at least 50 feet away from retained trees to avoid the possibility of leakage of equipment fluids into the soil. The effect of toxic equipment fluids on the retained trees could lead to decline and death.</p> <p><b>Grade Changes:</b> Grade changes, including adding fill, are not permitted within the TPZ without special written authorization and under the supervision of an ISA Certified Arborist or as provided by the approved</p>	



**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<p>landscape plan. Lowering the grade within this area will necessitate cutting main support and feeder roots, jeopardizing the health and structural integrity of the tree(s). Adding soil, even temporarily, on top of the existing grade will compact the soil further and decrease both water and air availability to the trees' roots.</p> <p><b>Moving Construction Materials:</b> Above ground tree parts that could be damaged (e.g., low limbs, trunks) shall be flagged with red ribbon prior to the start of construction, per MM-BIO-3. If contact with the tree crown is unavoidable, the conflicting branch(es) shall be pruned using ISA standards under the direction and supervision of an ISA Certified Arborist.</p> <p><b>Root Pruning:</b> Except where specifically approved in writing, all trenching shall be outside of the fenced tree protection zone. Roots primarily extend in a horizontal direction forming a support base to the tree similar to the base of a wineglass. Where trenching is necessary in areas that contain tree roots, roots shall be pruned the roots using a Dosko root pruner or equivalent and under the direction and supervision of an ISA Certified Arborist. All cuts shall be clean and sharp, to minimize ripping, tearing, and fracturing of the root system. The trench shall be made no deeper than necessary.</p> <p><b>Irrigation:</b> In the event that root pruning is necessary, trees that have been substantially root pruned (30% or more of their root zone) will require irrigation for the first 12 months. The first irrigation shall be within 48 hours of root pruning. They shall be deep watered every 2 to 4 weeks during the summer and once a month during the winter (adjust accordingly with</p>	

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<p>rainfall). One irrigation cycle shall thoroughly soak the root zones of the trees to a depth of 3 feet. The soil shall dry out between watering; avoid keeping a consistently wet soil. Designate one person to be responsible for irrigating (deep watering) the trees. Check soil moisture with a soil probe before irrigating. Irrigation is best accomplished by installing a temporary above ground micro-spray system that will distribute water slowly (to avoid runoff) and evenly throughout the fenced protection zone <i>but never soaking the area located within 6 feet of the tree trunk, especially during warmer months.</i></p> <p><b>Pruning:</b> Trees shall not be pruned until all construction is completed. This will help protect the tree canopies from damage. All pruning shall be completed under the direction of an ISA Certified Arborist and using ISA guidelines. Only dead wood shall be removed from tree canopies.</p> <p><b>Washing:</b> During construction in summer and autumn months, wash foliage of trees adjacent to the construction sites with a strong water stream every two weeks in early hours before 10:00 a.m. to control mite and insect populations.</p> <p><b>Inspection:</b> An ISA Certified Arborist shall inspect the 26 preserved trees on a monthly basis during construction. A report comparing tree health and condition to the original, pre-construction baseline shall be submitted following each inspection. Photographs of representative trees are to be included in the report on a minimum annual basis.</p> <p><b>MM-BIO-13 Tree Maintenance After Construction (Cancer Center site and Janss Road site).</b> Once</p>	

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<p>construction is complete the fencing may be removed, and the following measures shall be performed to sustain and enhance the vigor of the preserved trees:</p> <p><b>Mulch:</b> Provide a 4-inch mulch layer under the canopy of trees. Mulch shall include clean, organic mulch that will provide long-term soil conditioning, soil moisture retention, and soil temperature control.</p> <p><b>Pruning:</b> The trees will not require regular pruning. Pruning shall only be done to maintain clearance and remove broken, dead, or diseased branches. Pruning shall only take place following a recommendation by an ISA Certified Arborist and performed under the supervision of an ISA Certified Arborist. No more than 20% of the canopy shall be removed at any one time. All pruning shall conform to ISA standards.</p> <p><b>Watering:</b> The natural trees that are not disturbed shall not require regular irrigation, other than the 12 months following substantial root pruning. However, soil probing shall be necessary to accurately monitor moisture levels. Especially in years with low winter rainfall, supplemental irrigation for the trees that sustained root pruning and any newly planted trees may be necessary. The trees shall be irrigated only during the winter and spring months.</p> <p><b>Watering Adjacent Plant Material:</b> All plants near the trees shall be compatible with water requirements of said trees. The surrounding plants shall be watered infrequently with deep soaks and allowed to dry out in-between, rather than frequent light irrigation. The soil shall not be allowed to become saturated or stay</p>	

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<p>continually wet. Irrigation spray shall not hit the trunk of any tree. A 60-inch dry-zone shall be maintained around all tree trunks. An aboveground micro-spray irrigation system is recommended over typical underground pop-up sprays.</p> <p><b>Washing:</b> Periodic washing of the foliage is recommended during construction but no more than once every 2 weeks. Washing shall include the upper and lower leaf surfaces and the tree bark. This shall continue beyond the construction period at a less frequent rate with a high-powered hose only in the early morning hours. Washing will help control dirt/dust buildup that can lead to mite and insect infestations.</p> <p><b>Spraying:</b> If the trees are maintained in a healthy state, regular spraying for insect or disease control shall not be necessary. If a problem does develop, an ISA Certified Arborist shall be consulted; the trees may require application of insecticides to prevent the intrusion of bark-boring beetles and other invading pests. All chemical spraying shall be performed by a licensed applicator under the direction of a licensed pest control advisor.</p> <p><b>Inspection:</b> All trees that were impacted during construction within the TPZ shall be monitored by an ISA Certified Arborist for the first 5 years after construction completion. The ISA Certified Arborist shall submit an annual report, photograph each tree, and compare tree health and condition to the original, pre-construction baseline</p>	

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact	None required.	No Impact
<b>Cultural, Tribal Cultural, and Paleontological Resources</b>			
Would the Project cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?	No Impact	None required.	No Impact
Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Potentially Significant	<p><b>MM-CUL-1 Worker Environmental Awareness Program (WEAP).</b> Prior to the start of construction activities, all construction personnel and monitors shall be trained regarding identification and treatment protocol for inadvertent discoveries of cultural resources (archaeological and tribal) and human remains. A basic presentation and handout or pamphlet shall be prepared in order to ensure proper identification and treatment of inadvertent discoveries of cultural resources and human remains. The purpose of the Workers Environmental Awareness Program (WEAP) training is to provide specific details on the kinds of materials that may be identified during ground disturbing activities and explain the importance of and legal basis for the protection of human remains and significant cultural resources. Each worker shall also be trained in the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground disturbing activities. These procedures include but are not limited to work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitoring staff. WEAP attendance requirement shall be stated on all</p>	Less-than-Significant

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<p>Project site plans intended for use by those conducting the ground disturbing activities.</p> <p><b>MM-CUL-2 Retention of an On-Call Qualified Archaeologist.</b> Prior to commencement of any grading activity on-site, the Applicant and/or subsequent responsible parties shall retain a Qualified Archaeologist, meeting the Secretary of the Interior’s Standards, and with experience in California prehistoric and historic resources (experience within Project area preferred), to complete the following: compose a Cultural Resource Discovery Management Plan (Plan), respond to inadvertent discoveries identified during project implementation, and manage archaeological monitoring if required. The purpose of the Plan is to outline a program of treatment and mitigation in the case of an inadvertent discovery of cultural resources during ground-disturbing phases and to provide for the proper identification, evaluation, treatment, and protection of any cultural resources in accordance with CEQA throughout the duration of the Project. Existence and importance of adherence to this Plan shall be stated on all Project site plans intended for use by those conducting the ground disturbing activities.</p> <p><b>MM-CUL-3 Inadvertent Discovery Clause.</b> In the event that potential archaeological resources (sites, features, or artifacts) are exposed during ground disturbing, all construction work occurring not less than 50 feet of a cultural resource discovery and 100 feet of a human remains discovery shall immediately stop and the qualified archaeologist that has been retained on call must be notified</p>	

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<p>immediately to assess the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find under the CEQA, the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work (e.g., preparation of an archaeological treatment plan, testing, data recovery, or monitoring) may be warranted if the resource cannot be feasibly avoided. If the discovered archaeological resource is determined to be Native American in origin, the Tribe/s traditionally and culturally affiliated with geographic area of the project site shall be contacted.</p> <p>In the event that human remains are inadvertently encountered during construction activities, the remains and associated resources shall be treated in accordance with state and local regulations that provide requirements regarding the discovery of human remains, including California Health and Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and CEQA Guidelines Section 15064.5(e). In accordance with these regulations, if human remains are found, the County Coroner must be immediately notified of the discovery. No further excavation or disturbance of the Project site or any nearby (no less than 100 feet) area reasonably suspected to overlie adjacent remains can occur until the County Coroner has determined if the remains are potentially human in origin. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she is required to notify the NAHC that shall notify those persons believed to be the most likely</p>	

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<p>descendant. The most likely descendant shall determine, in consultation with the property owner, the disposition of the human remains. Existence and importance of adherence to this clause shall be stated on all Project site plans intended for use by those conducting the ground disturbing activities.</p> <p>NOTE: These measures have been developed to mitigate any potential impacts to unknown archaeological resources, as previously defined, or human remains within the Cancer Center site. As previously mentioned, since the current proposed Project does not include any ground disturbance within the Janss Road site, there are no impacts anticipated to result from current Project implementation. However, if a future project proposed on the Janss Road site includes ground disturbance, subsurface testing would be required to determine whether the resource extends into the Janss Road site, meets the criteria of a historical resource or unique archaeological site pursuant to CEQA Guidelines Section 15064.5 or demonstrates evidence or potential evidence of the presence of human remains and either archaeological resources, as previous defined, or human remains have the potential to be impacted.</p>	
<p>Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?</p>	<p>Potentially Significant</p>	<p><b>MM-CUL-1</b> <b>MM-CUL-2</b> <b>MM-CUL-3</b></p>	<p>Less-than-Significant</p>



**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
<p>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:</p>			
<p>(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 5020.1(k)?</p>	<p>Potentially Significant</p>	<p><b>MM-CUL-1</b> <b>MM-CUL-2</b> <b>MM-CUL-3</b></p>	<p>Less-than-Significant</p>
<p>(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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?</p>	<p>No Impact</p>	<p>None required.</p>	<p>No Impact</p>
<p>Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>	<p>Potentially Significant</p>	<p><b>MM-CUL-4 Paleontological Resources Impact Mitigation Program (PRIMP).</b> Prior to commencement of any grading activity on-site, the applicant shall retain a qualified paleontologist per the Society of Vertebrate Paleontology (SVP) (2010) guidelines. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the Project. The PRIMP shall be consistent with the SVP (2010) guidelines and should outline requirements for preconstruction meeting attendance and worker environmental awareness training, where monitoring is required within the Project site based on construction plans and/or geotechnical reports, procedures for adequate paleontological monitoring and discoveries treatment, and paleontological methods (including sediment sampling for microvertebrate fossils),</p>	<p>Less-than-Significant</p>

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		reporting, and collections management. The PRIMP shall also include a statement that any fossil lab or curation costs (if necessary due to fossil recovery) are the responsibility of the Project applicant or proponent. The qualified paleontologist shall attend the preconstruction meeting and a qualified paleontological monitor shall be on-site during all rough grading and other significant ground-disturbing activities (including augering) in previously undisturbed, fine-grained Pleistocene alluvial deposits. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find.	
<b>Energy</b>			
Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	Less-than-Significant	None required.	Less-than-Significant
Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less-than-Significant	None required.	Less-than-Significant
<b>Greenhouse Gas Emissions</b>			
Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less-than-Significant	None required.	Less-than-Significant

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less-than-Significant	None required.	Less-than-Significant
<b>Hazards and Hazardous Materials</b>			
Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less-than-Significant	None required.	Less-than-Significant
Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Cancer Center: Less-than-Significant  Janss Road: Potentially Significant	<b>MM-HAZ-1 Phase I Environmental Site Assessment (ESA) for Janss Road site.</b> A Phase I ESA shall be conducted in accordance with ASTM Standard E-1527-21 (or a more recent version of ASTM E-1527) prior to change of land use or issuance of a demolition, grading, or building permit where ground disturbance is required. Recognized environmental conditions identified in the Phase I ESA shall be investigated through completion of a Phase II ESA in accordance with ASTM Standard 1903-19 (or a more recent version of ASTM 1903). The Phase II ESA shall compare sampling results to regulatory screening levels (RWQCB ESLs, EPA RSLs, and DTSC-SLs) based on the proposed land use (i.e., residential, commercial, industrial) as well as construction worker safety requirements. If concentrations exceed current screening levels, the applicant may be required to provide additional data (i.e., further sample collection) and/or a human health risk assessment to the City to demonstrate protection of human health prior to the issuance of a permit. If concentrations exceed current screening levels or if the increased human health risk estimate exceeds one in a million, the City shall consult a regulatory agency (e.g., Ventura County Environmental Health, RWQCB, or DTSC) prior to the issuance of permits to determine an appropriate plan	Less-than-Significant

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		of action for remediation or mitigation related to the potential hazards. Written confirmation from the overseeing regulatory agency shall be provided to the City documenting that the existing environmental contamination will not significantly impact the health and safety of construction workers, adjacent sensitive receptors, future occupants, or future land uses on the site, and that protections or remediation completed are adequate to ensure future activities and land uses will not be subject to a health risk at the site. Alternatively, the regulatory agency review may indicate that safety standards cannot be assured, which may result in denial of the permit application.	
Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No Impact	None required.	No Impact
Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No Impact	None required.	No Impact
Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	No Impact	None required.	No Impact
Would the Project be located within an airport land use plan, be within two miles of a public airport, and would result in a safety hazard or excessive noise for people residing or working in the Project area?	No Impact	None required.	No Impact

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact	None required.	No Impact
Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	Potentially Significant	<b>MM-WF-1</b> <b>MM-WF-2</b> <b>MM-WF-3</b>	Less-than-Significant
<b>Land Use and Planning</b>			
Would the Project physically divide an established community?	No Impact	None required.	No Impact
Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Less-than-Significant	None required.	Less-than-Significant
<b>Noise</b>			
Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Potentially Significant	<b>Cancer Center:</b> <b>MM-NOI-1 Construction Noise Reduction – Cancer Center site.</b> The following measures shall be implemented by the construction contractor to reduce Project construction noise exposures as predicted in this EIR and as received by nearest existing off-site residential receptors west and east of the proposed Project site to levels less than 10 dBA over the pre-project outdoor daytime ambient sound environment. <ul style="list-style-type: none"> <li>▪ The project contractor shall schedule construction phases to avoid concurrent operation of construction equipment from multiple phases at nearest horizontal distances to an off-site noise-sensitive receiver.</li> </ul>	Less-than-Significant

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>▪ All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained engine exhaust mufflers.</li> <li>▪ Based on feasibility and/or practicality, contractor shall apply the following on-site equipment noise control and sound abatement methods:                             <ul style="list-style-type: none"> <li>- shutting off idling engines of vehicles and stationary engine-driven equipment when not in use;</li> <li>- orient operating stationary equipment so that audibly or measurably louder cabinet surfaces or penetrations (e.g., air intake or discharge vents) are facing away from nearest off-site noise-sensitive receptors; and</li> <li>- apply factory-approved enclosures, vent shrouds, and other equipment-mounted features to attenuate (via dissipative acoustical absorption, sound path occlusion or redirection, etc.) noise emission.</li> </ul> </li> <li>▪ During the site demolition, grading, building construction, and paving phases of the Project, the contractor shall install a minimum 12-foot-tall temporary noise barrier (e.g., vertical installation of adjoining plywood sheeting, a frame-suspended outdoor acoustical blanket, or other materials/assembly that demonstrates a minimum of sound transmission class [STC] 25) along an extent of the Project boundary between the construction activity of concern and the off-site noise-sensitive receptor of interest. The barrier shall feature the following:                             <ul style="list-style-type: none"> <li>- No open gaps between the ground surface and the barrier bottom edge;</li> </ul> </li> </ul>	

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>- No gaps or cracks between adjoining vertical barrier element edges (e.g., overlap plywood sheeting or acoustical blanket flaps);</li> <li>- As depicted in Exhibit 4.9-1, the horizontal extent of an installed linear barrier, with a midpoint at a perpendicular distance (PD) from the midpoint of the construction zone width (CZW), should be equal to the width of the construction zone plus four times the perpendicular distance between the noise source and barrier plane (i.e., linear barrier extent = CZW+4PD). As illustrated in Exhibit 4.9-2, one or both ends of the barrier may instead be turned inward up to ninety degrees towards the construction zone or noise source, creating an “L” or “C”-shaped barrier layout with less total length than CZW+4PD, so long as angle “alpha” between the ray connecting the vertical edge position with the construction zone centroid and the plane of the barrier parallel to the construction zone is held constant. Either barrier layout per this guidance should thus minimize flanking around the vertical edges and help preserve noise reduction performance.</li> <li>▪ In combination with application of a temporary barrier per MM-NOI-1-iv, the cumulative hours on site within a typical 8-hour daytime construction period during which an operating piece of construction equipment may operate at the indicated closest distance to an off-site noise-sensitive receptor shall be limited as follows for each of the four construction phases:</li> </ul>	

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>- Demolition – no more than 5 hours each for the excavator and dozer, operating as close as 75 feet to the nearest off-site noise-sensitive receptor.</li> <li>- Grading – no more than 6 hours each for the excavator, front-end loader, and backhoe, operating as close as 125 feet to the nearest off-site noise-sensitive receptor; no more than 2 hours each for the dozer and tractor, operating as close as 75 feet to the nearest off-site noise-sensitive receptor.</li> <li>- Building Construction – no limitation on equipment operating hours at the closest distance of 180 feet to the nearest off-site noise-sensitive receptor.</li> <li>- Paving – no more than 6 hours each for the concrete mixer truck and roller, operating as close as 75 feet to the nearest off-site noise-sensitive receptor; no more than 4 hours for the paver operating as close as 75 feet to the nearest off-site noise-sensitive receptor; no more than 7 hours for the front-end loader operating as close as 75 feet to the nearest off-site noise-sensitive receptor.</li> </ul> <p>For the remaining hours of an 8-hour daytime construction work shift, the above-listed equipment may operate on site but at least three times the indicated distance.</p>	



**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>▪ At the representative first-day of each project construction phase, or under similar conditions that are indicative of normal on-site construction activity for that phase, a noise level monitor shall be deployed on the receiver side of an installed project on-site temporary noise barrier to measure and document that off-site noise exposure levels attributed to project construction activity of concern at a sample western and eastern off-site sensitive receptor is in conformance with the 10 dBA increase-over-ambient noise level threshold when compared to a sample measured baseline condition without project construction activity occurring.</li> </ul> <p>The construction noise model prediction worksheets attached herein include predictive sound propagation calculations for both non-mitigated and mitigation scenarios associated with off-site receptors ST1 and ST2 and present by phase what would be expected to reduce aggregate construction noise level (as an 8-hour <math>L_{eq}</math>) to no more than 10 dB greater than the measured samples of outdoor baseline or pre-project sound environment for the western off-site receptors represented by ST1 and ST2 as studied herein. These predictions include incorporation of mitigation measures as described in MM-NOI-1 above.</p> <p><b>Janss Road:</b></p> <p><b>MM-NOI-2 Construction Noise Reduction – Janss Road site.</b> The following measures shall be implemented by the construction contractor to reduce Project construction noise exposures as predicted in this EIR and as received by nearest</p>	

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<p>existing off-site residential receptors west and east of the proposed Project site to levels less than 10 dBA over the pre-project outdoor daytime ambient sound environment.</p> <ul style="list-style-type: none"> <li>▪ The project contractor shall schedule construction phases to avoid concurrent operation of construction equipment from multiple phases at nearest horizontal distances to an off-site noise-sensitive receiver.</li> <li>▪ All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained engine exhaust mufflers.</li> <li>▪ Based on feasibility and/or practicality, contractor shall apply the following on-site equipment noise control and sound abatement methods:                             <ul style="list-style-type: none"> <li>- shutting off idling engines of vehicles and stationary engine-driven equipment when not in use;</li> <li>- orient operating stationary equipment so that audibly or measurably louder cabinet surfaces or penetrations (e.g., air intake or discharge vents) are facing away from nearest off-site noise-sensitive receptors; and</li> <li>- apply factory-approved enclosures, vent shrouds, and other equipment-mounted features to attenuate (via dissipative acoustical absorption, south path occlusion or redirection, etc.) noise emission.</li> </ul> </li> </ul>	

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>▪ During the site demolition, grading, building construction, and paving phases of the Project, the contractor shall install a minimum 8-foot-tall temporary noise barrier (e.g., vertical installation of adjoining plywood sheeting, a frame-suspended outdoor acoustical blanket, or other materials/assembly that demonstrates a minimum of sound transmission class [STC] 20) along an extent of the Project boundary between the construction activity of concern and the off-site noise-sensitive receptor of interest. The barrier shall feature the following:                             <ul style="list-style-type: none"> <li>- No open gaps between the ground surface and the barrier bottom edge;</li> <li>- No gaps or cracks between adjoining vertical barrier element edges (e.g., overlap plywood sheeting or acoustical blanket flaps);</li> </ul> </li> </ul>	

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>- As depicted in Exhibit 4.9-1, the horizontal extent of an installed linear barrier, with a midpoint at a perpendicular distance (PD) from the midpoint of the construction zone width (CZW), should be equal to the width of the construction zone plus four times the perpendicular distance between the noise source and barrier plane (i.e., linear barrier extent = <math>CZW+4PD</math>). As illustrated in Exhibit 4.9-2, one or both ends of the barrier may instead be turned inward up to ninety degrees towards the construction zone or noise source, creating an “L” or “C”-shaped barrier layout with less total length than <math>CZW+4PD</math>, so long as angle “alpha” between the ray connecting the vertical edge position with the construction zone centroid and the plane of the barrier parallel to the construction zone is held constant. Either barrier layout per this guidance should thus minimize flanking around the vertical edges and help preserve noise reduction performance.</li> </ul>	

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>▪ At the representative first-day of each project construction phase, or under similar conditions that are indicative of normal on-site construction activity for that phase, a noise level monitor shall be deployed on the receiver side of an installed project on-site temporary noise barrier to measure and document that off-site noise exposure levels attributed to project construction activity of concern at a sample western and eastern off-site sensitive receptor is in conformance with the 10 dBA increase-over-ambient noise level threshold when compared to a sample measured baseline condition without project construction activity occurring.</li> </ul> <p>The construction noise model prediction worksheets attached herein include predictive sound propagation calculations for both non-mitigated and mitigation scenarios associated with off-site receptor ST4 and present by phase what would be expected to reduce aggregate construction noise level (as an 8-hour <math>L_{eq}</math>) to no more than 10 dB greater than the measured samples of outdoor baseline or pre-project sound environment for the off-site receptor represented by ST4 south of Janss Road as studied herein. These predictions include incorporation of mitigation measures as described in MM-NOI-1 above.</p> <p><b>MM-NOI-3 Mechanical Equipment Noise Abatement</b>                      Because heating, ventilation, and air conditioning (HVAC) equipment can generate noise that could affect surrounding sensitive receptors and because the details, specifications, and locations of this equipment is not yet known, the project applicant</p>	

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		shall retain an acoustical specialist to review project construction-level plans prior to final approval to ensure that the equipment specifications and plans for HVAC and other outdoor mechanical equipment incorporate measures, such as the specification of quieter equipment or provision of acoustical enclosures, that will not exceed relevant noise standards at nearby noise-sensitive land uses (e.g., residential). Prior to the commencement of construction, the acoustical specialist shall certify in writing to the City that the equipment specifications and plans incorporate measures that will achieve the relevant noise limits.	
Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?	Less-than-Significant	None required.	Less-than-Significant
For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	No Impact	None required.	No Impact
<b>Public Services and Recreation</b>			
Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:			
Fire protection?	Less-than-Significant	None required.	Less-than-Significant
Police protection?	Less-than-Significant	None required.	Less-than-Significant
Schools?	Less-than-Significant	None required.	Less-than-Significant
Parks?	Less-than-Significant	None required.	Less-than-Significant
Other public facilities?	Less-than-Significant	None required.	Less-than-Significant

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
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	None required.	Less-than-Significant
Would the Project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	No Impact	None required.	No Impact
<b>Transportation</b>			
Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Less-than-Significant	None required.	Less-than-Significant
Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Less-than-Significant	None required.	Less-than-Significant
Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less-than-Significant	None required.	Less-than-Significant
Would the Project result in inadequate emergency access?	Less-than-Significant	None required.	Less-than-Significant
<b>Utilities and Service Systems</b>			
Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less-than-Significant	None required.	Less-than-Significant

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Less-than-Significant	None required.	Less-than-Significant
Would the Project 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	None required.	Less-than-Significant
Would the Project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Less-than-Significant	None required.	Less-than-Significant
Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less-than-Significant	None required.	Less-than-Significant
<b>Wildfire</b>			
Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?	Less-than-Significant	None required.	Less-than-Significant
Due to slope, prevailing winds, and other factors, would the Project exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Potentially Significant	<p><b>MM-WF-1 Pre-Construction Requirements.</b> Vegetation management shall be conducted prior to the start of construction and throughout all construction phases. Existing flammable vegetation shall be reduced by 50% on vacant portions of the project site upon commencement of construction. Firebreaks and fuel modification shall be implemented in accordance with Appendix J, Fire Protection Plan, and approved by VCFD.</p> <p>Prior to bringing lumber or combustible materials onto the site, site improvements within the active development area shall be in place, including</p>	Less-than-Significant



**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<p>utilities, operable fire hydrants, an approved, temporary roadway surface, and fuel modification zones established. These features shall be approved by VCFD prior to combustibles being brought on site.</p> <p>To limit the risk of fire ignitions, the Project shall comply with the following risk reducing measures:</p> <ul style="list-style-type: none"> <li>▪ All new power lines shall be underground for fire safety. Temporary construction power lines may be allowed in areas that have been cleared of combustible vegetation.</li> <li>▪ No Smoking will be allowed on site except in designated safe smoking areas which include cleared area with no combustible vegetation or materials and approved butt receptacles (noncombustible containment of cigarette butts).</li> <li>▪ Minimize combustible and flammable materials storage on site.</li> <li>▪ Store any combustible or flammable materials that need to be on site away from ignition sources and native vegetation.</li> <li>▪ Parking areas shall be cleared of all grass and brush by a distance of at least 10 feet.</li> <li>▪ Keep evacuation routes free of obstructions.</li> <li>▪ Label all containers of potentially hazardous materials with their contents and stored in the same location as flammable or combustible liquids.</li> </ul>	

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>▪ Perform “hot work” according to fire safe practices in a controlled environment and with fire suppression equipment at the job site. A fire watch person (Fire Patrol), with extinguishing capability (e.g., fire extinguishers), should be in place for all ‘Hot Work” activities during construction. Ensure hot work adheres to the guidelines provided.</li> <li>▪ Dispose of combustible waste promptly and according to applicable laws and regulations.</li> <li>▪ Report and repair all fuel leaks without delay.</li> <li>▪ Extension cords shall not be relied on if wiring improvements are needed, and overloading of circuits with multiple pieces of equipment shall be prohibited.</li> <li>▪ Turn off and unplug electrical equipment when not in use.</li> <li>▪ Direct contractors on site to restrict use of chainsaws, chippers, vegetation masticators, grinders, drill rigs, tractors, torches, and explosives to outside during Red Flag Warnings. When the above tools and equipment are used, water trucks (4,000-gallon capacity) equipped with hoses, shovels, Pulaski’s, and McLeod’s shall easily be accessible to personnel.</li> <li>▪ When an evacuation has been called, all site personnel will gather at the designated assembly area and the Site Safety Officer will account for all personnel. Once all personnel are accounted for, the vehicles will safely convoy from the site to safe zones, which are generally areas off-site away from the threat.</li> </ul>	

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>▪ Contractor shall monitor for erosion, document issues, and take corrective actions to minimize erosion during vegetation removal. Construction crew members and contractors shall use caution to avoid causing erosion or ground (including slope) instability or water runoff due to vegetation removal, vegetation management, maintenance, landscaping, or irrigation. Standard federal, state, and local regulations for erosion control and erosion control best practices shall be implemented.</li> </ul> <p><b>MM-WF-2.</b> A fully irrigated landscape, planted with drought-tolerant, fire-resistive plants shall be implemented in accordance with VCFD Fire Hazard Reduction Program Plant Reference Guide. No undesirable, highly flammable plant species shall be planted, as listed in the VCFD Prohibited Plant List. The landscaping shall be routinely maintained and shall be watered by an automatic irrigation system that will maintain healthy vegetation with high moisture contents that would minimize ignition by embers from a wildfire. The landscape plan shall be submitted to VCFD for review and approval before construction may commence.</p> <p><b>MM-WF-3.</b> The east side of the proposed structure, which achieves up to approximately 85 feet of on-site fuel modification and is adjacent to naturally vegetated open space areas, shall be constructed with code exceeding dual pane dual tempered glass windows. The east side of the proposed structure shall also include 5/8-inch Type X fire rated gypsum sheathing applied behind the exterior covering or cladding (stucco or exterior siding) on the exterior</p>	

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
		side of the framing, from the foundation to the roof for a facade facing the open space and naturally vegetated areas. 5/8-inch Type X fire rated gypsum sheathing is required to be manufactured in accordance with established ASTM standards defining type X wallboard sheathing as that which provides not less than one-hour fire resistance when evaluated in specified building assemblies and has been tested and certified as acceptable for use in a one-hour fire rated system. CertainTeed Type X Gypsum Board has a Flame Spread rating of 15 and Smoke Developed rating of 0, in accordance with ASTM E 84, (UL 723, UBC 8-1, NFPA 255, CAN/ULC-S102); UL classified for Fire Resistance (ANSL/UL 263; ASTM E119) and listed under UL File No. CKNX.R3660 (CertainTeed, 2021).	
Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Less-than-Significant	None required.	Less-than-Significant
Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Less-than-Significant	None required.	Less-than-Significant
<b>Cumulative Impacts</b>			
Would the Project have a cumulative effect on aesthetic resources?	Less-than-Significant	None required.	Less-than-Significant
Would the Project have a cumulative effect on air quality?	Less-than-Significant	None required.	Less-than-Significant

**Table 1-1. Summary of Project Impacts**

Environmental Topic	Impact?	Mitigation Measures	Level of Significance After Mitigation
Would the Project have a cumulative effect on biological resources?	Less-than-Significant	None required.	Less-than-Significant
Would the Project have a cumulative effect on cultural, tribal cultural, or paleontological resources?	Less-than-Significant	None required.	Less-than-Significant
Would the Project have a cumulative effect on energy?	Less-than-Significant	None required.	Less-than-Significant
Would the Project have a cumulative effect on greenhouse gas emissions?	Less-than-Significant	None required.	Less-than-Significant
Would the Project have a cumulative effect with regard to hazards or hazardous materials?	Less-than-Significant	None required.	Less-than-Significant
Would the Project have a cumulative effect with regard to land use and planning?	Less-than-Significant	None required.	Less-than-Significant
Would the Project have a cumulative effect on noise?	Less-than-Significant	None required.	Less-than-Significant
Would the Project have a cumulative effect on public services and recreation?	Less-than-Significant	None required.	Less-than-Significant
Would the Project have a cumulative effect with regard to transportation?	Less-than-Significant	None required.	Less-than-Significant
Would the Project have a cumulative effect on utilities and service systems?	Less-than-Significant	None required.	Less-than-Significant
Would the Project have a cumulative effect with regard to wildfire?	Less-than-Significant	<b>MM-WF-2</b>	Less-than-Significant

## Significant and Unavoidable Impacts

As identified in Table 1-1, the Project would not result in any significant and unavoidable impacts.

## 1.7 Alternatives to the Project

Section 15126.6(a) of the CEQA Guidelines states that an EIR shall describe “a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project,” as well as provide an evaluation of “the comparative merits of the alternatives.” Under CEQA Guidelines Section 15126.6(a), an EIR does not need to consider alternatives that are not feasible, nor does it need to address every conceivable alternative to the project. The range of alternatives “is governed by the ‘rule of reason’ that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice” (14 CCR 15126.6[f]).

### No Project/No Development Alternative (Alternative 1A)

Alternative 1A assumes the Project would not proceed, no new permanent development or land uses would be introduced within the Cancer Center and Janss Road sites, and the existing environment would remain in its current state. The Cancer Center site would remain unchanged and development activities related to construction and operation of the site and associated on- and off-site improvements would not occur, including removal or demolition of remnants of previous development on the Cancer Center site. With implementation of Alternative 1A, the Cancer Center site would continue as a vacant, undeveloped lot with vestiges of the previous development (i.e., multiple concrete slabs, some utilities, and compacted soils). Under Alternative 1A, the Janss Road site would remain unchanged and would continue to be used as a surface parking lot for employees at the existing surgical center and supporting hospital service buildings located north and east of the Janss Road site. It is assumed any existing maintenance and/or security activity at each site would remain unchanged from existing conditions.

### No Project/Zoning-Compliant Alternative (Alternative 1B)

Under Alternative 1B, the Cancer Center site would eventually be developed consistent with its current land use designation of Neighborhood Very Low and current zoning designation of Rural-Exclusive (R-E-1AC). Permitted uses for the Cancer Center site would include up to 9 single-family residential units or community care uses (e.g., day nurseries, small residential care facilities, etc.). This alternative assumes that eventual development of the Cancer Center site would result in a similar development footprint to the proposed Project.

As described in Chapter 3 of this EIR, development of the Cancer Center under the Project would result in a land use designation and zone change that would remove the potential for buildout of up to 9 residential units to occur at the Cancer Center Site. In compliance with Senate Bill 330 (as recently amended by Senate Bill 8) (collectively the “Housing Crisis Act”), the Janss Road General Plan Amendment and rezoning was proposed as part of the Project to ensure no net loss of residential zoning capacity would occur from approval of the Cancer Center. Under Alternative 1b, no land use designation and zone change at the Cancer Center site would occur so there would no longer be a need to address a net loss of housing making the Janss Road site irrelevant under this alternative. For these reasons, the Janss Road site is considered irrelevant to Alternative 1B and is not discussed further.

## Comprehensive Cancer Center at Janss Road Site Alternative (Alternative 2)

Under Alternative 2, a Cancer Center would be constructed at the Janss Road site, a 2.15-acre site located at 355 West Janss Road (Assessor's Parcel Number [APN] 522-0-270-135). The Janss Road site's existing General Plan Land Use designation (Institutional) and zoning (Public, Quasi-public and Institutional Lands and Facilities [PL]) allows for medical facilities; therefore, implementation of Alternative 2 would not result in the need for a General Plan Amendment or Zone Change. Under Alternative 2, the square footage of the Cancer Center building would be similar to the proposed Project (approximately 58,000 gross SF) to accommodate the services associated with a comprehensive cancer center (i.e., patient rooms, treatment services, office space for staff and physicians, and general storage areas). However, the building would require a different configuration and subterranean parking due to the size of the Janss Road site. Under Alternative 2, the building would be three-stories with an estimated maximum above-ground height of 55-feet and 19,300 SF per floor. The building height would require approval from the Planning Commission as it would exceed the maximum 35-foot height limit of the current PL zoning. To accommodate for parking, internal driveways, and landscaping requirements, a two-level subterranean parking facility to accommodate up to 233 onsite parking spaces would be provided. Additionally, any existing parking that would be displaced by development on the Janss Road site would need to be analyzed for consistency with the City's regulations in place when a development application is submitted to determine if the parking would need to be replaced either onsite or offsite. With a maximum depth of 18 feet, it is anticipated the subterranean parking facility would require export of up to approximately 13,000 cubic yards of soil. In addition, it is assumed most of the trees located along the project boundary would be removed to accommodate the development space needed.

As described in Chapter 3 of this EIR, the Janss Road General Plan Amendment and rezoning was proposed as part of the Project to ensure no net loss of residential zoning capacity would occur from approval of the Cancer Center at the 400 East Rolling Oaks Drive location. Under Alternative 2, there would be no proposed development, General Plan Amendment, or zone change at the 4.92-acre site at 400 East Rolling Oaks Drive (Cancer Center site) Because Alternative 2 would not propose development or a land use designation and zone change at the Cancer Center site and no net loss of housing would be associated with this alternative, the Cancer Center site is irrelevant to Alternative 2 and is not analyzed as an element of this alternative.

## Single-Story Comprehensive Cancer Center at Cancer Center Site Alternative (Alternative 3)

Under Alternative 3, both the Janss Road site and the Cancer Center site would be subject to the same General Plan Amendments and Zone Changes as the proposed Project. The medical building would be built on the Cancer Center site and would result in a similar development footprint and would be similar in total area of building proposed (approximately 58,000 gross SF) to accommodate comprehensive cancer center services (i.e., patient rooms, treatment services, general storage, and utility areas). However, the medical building under Alternative 3 would be a single-story building with a footprint of approximately 58,000 SF; a building footprint increase of approximately 29,000 gross SF compared to the proposed Project. The single-story medical building would have a maximum height of 27 feet, a 15-foot decrease in maximum building height compared to the Project. To accommodate the increased building footprint (e.g., an additional approximately 29,000 gross SF compared to the Project) while allowing for required internal driveways, landscaping, and onsite parking within the Cancer Center site, this alternative would include 233 parking spaces in a level and a half subterranean parking facility with a maximum depth of 18 feet below ground and would require export of up to approximately 29,500 cubic yards of soil.

Alternative 3 was chosen because a single-story medical facility would reduce the visual presence of the medical facility compared to the proposed Project, a concern raised during the public scoping review period and scoping meeting for this project. Similar to the proposed Project, it is assumed the General Plan Amendments and Zone

Change at the Janss Road site under this alternative would result in future development of 9 residential units to ensure no net loss of residential zoning capacity from approval of the scope of work at the Cancer Center site by providing residential zoning capacity at the Janss Road location. Any existing parking that would be displaced by development on the Janss Road site would need to be analyzed for consistency with the City's regulations in place when a development application is submitted to determine if the parking would need to be replaced either onsite or offsite.

### Environmentally Superior Alternative

Section 15126(e)(2) of the State CEQA Guidelines requires an EIR to identify an “environmentally superior alternative.” If the No Project/No Development Alternative is the environmentally superior alternative, the EIR must also identify an environmentally superior alternative from among the other Project alternatives.

Each of the Project alternatives considered herein would lessen at least one environmental impact relative to the Project. As previously addressed, if the No Project/No Development Alternative is the environmentally superior alternative—which is the case in this analysis—the EIR must also identify another environmentally superior alternative among the remaining alternatives.

Compared to the Project, Alternative 2 and 3 would result in greater impacts to cultural resources and tribal cultural resources, paleontological resources, and noise. Relative to the Project, Alternative 3 would result in similar impacts to biological resources, hazards and hazardous materials, and wildfire. However, compared to the Project and Alternative 3, Alternative 2 would result in lesser impacts to biological resources, hazards and hazardous materials, and wildfire overall; this is because no development at the Cancer Center site would occur under Alternative 2. Therefore, Alternative 2 would be considered environmentally superior to the proposed Project and Alternative 3.

Alternative 2 would meet most of the Objectives of the Project but would fall short of meeting Objectives 1, 2, and 4 in its entirety. It should be noted that this alternative would fall short in meeting objectives related to proximity of the cancer center to the existing TOSH and key transportation corridors and developing a cancer center building with building massing that would be considered sensitively developed relative to the surrounding built environment. Under Alternative 2, It should also be noted that less than significant impacts of the Project related to aesthetics, air quality, and energy would be greater in magnitude compared to the Project.

## 1.8 Areas of Controversy/Issues to Be Resolved

The scope of this EIR includes the potential environmental impacts identified in the Notice of Preparation (NOP) that was available for public review from April 11, 2023, through May 11, 2023; comments received during a virtual public scoping meeting held on May 2, 2023; and agency and public written comment received in response to the NOP.

A summary of these written comment letters is provided in Table 2-1 within Chapter 2, Introduction. The written comments and the NOP are included as Appendix A of this EIR.



## Issues to be Resolved by Lead Agency

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain a discussion of issues to be resolved. With respect to the proposed Project, the key issues to be resolved include decisions by the City, as lead agency, as to the following:

- Whether this environmental document adequately describes the environmental impacts of the Project.
- Whether the recommended mitigation measures should be modified and/or adopted.
- Whether there are other mitigation measures or alternatives that should be considered for the Project besides those identified in the Draft EIR.

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## 2 Introduction

### 2.1 Purpose of the California Environmental Quality Act Process

This environmental impact report (EIR) was prepared in accordance with the California Environmental Quality Act (CEQA) to evaluate the potential environmental effects associated with implementation of the Los Robles Comprehensive Cancer Center (Cancer Center) and the 355 West Janss Road General Plan Amendment and Zone Change (Janss Road) Project (collectively the “Project”) (State Clearinghouse No. 2023040287). It was prepared in accordance with Title 14, Section 15000 et seq. of the California Code of Regulations (CCR), and the rules, regulations, and procedures for implementing CEQA as adopted by the City of Thousand Oaks (City). Consistent with CEQA Guidelines Sections 15120 through 15132 (Contents of Environmental Impact Reports) and Section 15161 (Project EIR), this document evaluates the potential environmental impacts associated with the Project. As the lead agency for the Project, the City must complete an environmental review to determine if the Project could potentially result in significant adverse environmental effects. A detailed description of the Project is provided in Chapter 3, Project Description.

CEQA Guidelines Section 15002 states that the basic purposes of CEQA are to:

- Inform governmental decision makers and the public about the potential significant environmental effects of proposed government actions (including the discretionary approval of development projects);
- Identify the ways that environmental damage can be avoided or significantly reduced; and
- Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.

If a project will be approved involving significant environmental effects, the lead agency must also disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose.

This EIR provides project-level analysis of the potential environmental effects related to implementation of the Project. The level of impact analysis in this EIR corresponds to the degree of specificity deemed appropriate in accordance with CEQA Guidelines Section 15146. This EIR addresses the potentially significant environmental impacts that could occur as a result of construction and operation of the Project. This document also identifies appropriate and feasible mitigation measures, where necessary, and includes Project alternatives that could be adopted to reduce or avoid potential significant environmental effects.

This EIR is an informational document for public agencies and members of the public, allowing informed decisions to be made regarding the purpose, objectives, and components of the Project. This EIR is the primary reference document for the formulation and implementation of a mitigation monitoring and reporting program for the Project, in compliance with California Public Resources Code (PRC), Section 21081.6.

### 2.2 Legal Authority and Lead Agency

This EIR was prepared in accordance with all criteria, standards, and procedures of CEQA (PRC Section 21000 et seq.) and the CEQA Guidelines (14 CCR 15000 et seq.).

Pursuant to CEQA Section 21067 and CEQA Guidelines Article 4 and Section 15367, the City is the lead agency under whose authority this EIR has been prepared. “Lead agency” refers to the public agency that has the principal responsibility for carrying out or approving a project. Serving as the lead agency and before taking action to approve the Project, the City has the obligation to (1) ensure that this EIR was completed in accordance with CEQA; (2) review and consider the information contained in this EIR as part of its decision-making process; (3) make a statement that this EIR reflects the City’s independent judgment; (4) ensure that all significant impacts on the environment are eliminated or substantially lessened, where feasible; and, if necessary (5) make written findings for each unavoidable significant environmental effect stating the reasons why mitigation measures or Project alternatives identified in this EIR are infeasible and citing the specific benefits of the Project that outweigh its unavoidable adverse effects (14 CCR 15090–15093).

Pursuant to CEQA Guidelines Sections 15040 through 15043, and upon completion of the CEQA review process, the City will have the legal authority to do any of the following:

- Approve the Project;
- Require feasible changes in any or all activities involved in the Project to substantially lessen or avoid significant effects on the environment;
- Disapprove the Project, if necessary, to avoid one or more significant effects on the environment that would occur if the Project was approved as proposed; or
- Approve the Project even though the Project would cause a significant effect on the environment if the City makes a fully informed and publicly disclosed decision that (1) there is no feasible way to lessen the effect or avoid the significant effect, and (2) expected benefits from the Project will outweigh significant environmental impacts of the Project.

This EIR is an informational document intended for use by City decision makers, trustee, and responsible agencies, and members of the general public in evaluating the physical environmental impacts of the Project. This EIR is the primary reference document for the formulation and implementation of a mitigation monitoring and reporting program for the Project, in compliance with PRC Section 21081.6. Environmental impacts cannot always be mitigated to a level considered less than significant. In accordance with Section 15093(b) of the CEQA Guidelines, if a lead agency approves a project that has significant impacts that are not substantially mitigated (i.e., significant unavoidable impacts), the agency shall state in writing the specific reasons for approving the Project, based on the final CEQA documents and any other information in the public record. This is defined in Section 15093 of the CEQA Guidelines as “a statement of overriding considerations.”

## 2.3 Responsible and Trustee Agencies

### Responsible and Trustee Agencies

PRC Section 21104 requires that all EIRs be reviewed by state responsible and trustee agencies (see also 14 CCR 15082 and 15086[a]). As defined by CEQA Guidelines Section 15381, “the term ‘Responsible Agency’ includes all public agencies other than the Lead Agency which have discretionary approval power over the project.” A trustee agency is defined in CEQA Guidelines Section 15386 as “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.”

- California Air Resources Board
- California Highway Patrol

- California Department of Fish and Wildlife, Region 5
- California Department of Toxic Substances Control
- California Department of Transportation, District 7
- California Native American Heritage Commission
- California Regional Water Quality Control Board, Region 4
- Ventura County Air Pollution Control District

## 2.4 Summary of Project Analyzed in this Environmental Impact Report

The Project consists of two components: (1) an approximately 58,0000-square-foot Comprehensive Cancer Center building and associated improvements, including a drop-off location for patients, parking areas, and landscaping (Cancer Center component); and (2) a general plan amendment and zoning designation change that is proposed to allow for future residential development at 355 West Janss Road in Thousand Oaks (Janss Road component). Although the Janss Road component is a separate action, it is statutorily tied to the approvals for the Comprehensive Cancer Center due to compliance with Senate Bill 330 (as recently amended by Senate Bill 8) (collectively the “Housing Crisis Act”).

### 2.4.1 Requested Approvals

The following discretionary and ministerial actions under the jurisdiction of the City would be required. This EIR covers all state and local government, and quasi-government approvals that may be needed to implement the Project, whether or not they are explicitly listed in this section or elsewhere in this EIR (14 CCR 15124[d]).

#### Cancer Center Component

##### Discretionary Approvals

- **General Plan Amendment (2022-70587-LU):** to change the Land Use Element category designations from Neighborhood Very Low to Commercial Neighborhood for a 4.92-acre site located at 400 East Rolling Oaks Drive.
- **Zone Change (2022-70733-Z):** to change the zoning designation of 400 East Rolling Oaks Drive from R-E-1AC (Rural Exclusive, maximum one dwelling unit to the acre) to C-O (Commercial Office).
- **Development Permit (2022-70732-DP):** to allow the construction and use of the facility, including a waiver to construct a 42-foot-tall building (at maximum height).
- **Parcel Map Waiver (2022-70736-PMW):** to merge APNs 681-0-180-275 and 681-0-180-265 into one lot.
- **Protected Tree Permit (2022-70735-PTP):** for encroachment and removal of protected trees (approx. 14 protected trees would be removed and replaced 3:1).
- **Landscape Plan Check (LPC-2023-70008):** for landscape conformance review.
- **Certification of EIR (2022-70775-EIR):** The City Council will certify or reject this EIR, along with appropriate CEQA Findings, any Statement of Overriding Considerations, and the mitigation monitoring and reporting program.

## Ministerial Approvals

- Construction Permits, including building, grading, foundation, and associated permits as may be required by the OSHPD; and
- Encroachment and Haul Route Permit, as may be required by the City of Thousand Oaks

## Other Agencies Whose Approval May be Required

- **Regional Water Quality Control Board.** The Regional Water Quality Control Board may require a Stormwater NPDES for construction and operation unnamed drainage north of the project; and
- **Ventura County Air Pollution Control District.** The Ventura County Air Pollution Control District would require an Assembly Bill 3205 form to be submitted for approval prior to issuance of a demolition permit.

## Janss Road

The following discretionary actions under the jurisdiction of the City would be required. This EIR covers all federal, state, and local government and quasi-government approvals that may be needed to implement the Project, whether or not they are explicitly listed herein or elsewhere in this EIR (14 CCR 15124[d]).

## Discretionary Approvals

- **General Plan Amendment (2022-70587-LU):** Project implementation would require approval of the General Plan Amendment to modify the Project Site's General Plan land use designation from Institutional to Neighborhood Low 1 for a 2.15-acre site located at 355 West Janss Road.
- **Zone Change (2022-70733-Z):** Project implementation would require approval of a zone change to change the Janss Road site's zoning from Public, Quasi-public and Institutional Lands and Facilities (PL) to Residential Planned Development, maximum 4.5 dwelling units per acre (RPD-4.5U).
- **Certification of EIR (2022-70775-EIR):** The City Council will certify or reject this EIR, along with appropriate CEQA Findings, any Statement of Overriding Considerations, and the mitigation monitoring and reporting program.

No specific development or site plan is proposed at this time for the Janss Road site. Once a residential development application is submitted, future development of the site would require approval of a discretionary Residential Development Permit to allow for development of residential units. As a discretionary entitlement, the Residential Development Permit would require additional CEQA compliance as part of the approval process for any future residential development proposed at the Janss Road site. This EIR therefore discloses and analyzes only the reasonably foreseeable environmental effects of the requested General Plan Amendment and Zone Change at the Janss Road site at this time. Additional approvals would be required to ultimately authorize a specific residential development at the Janss Road site along with subsequent more detailed CEQA review. However, reasonably foreseeable impacts associated with future residential development at the Janss Road site are assessed within this EIR and mitigation measures are included, where applicable.

The City would use this EIR and associated documentation in its decision to approve or deny the required discretionary permits. Other responsible and/or trustee agencies can use this EIR and supporting documentation in their decision-making process to issue additional approvals. These additional approvals may include approvals such as a site-specific Stormwater Pollution Prevention Plan.

## 2.5 Scope of Environmental Analysis

### 2.5.1 Notice of Preparation Scoping Process

The purpose of this EIR is to evaluate the potential environmental impacts associated with implementation of the Project. The City concluded that the Project could potentially have direct or indirect adverse effects on the environment. Accordingly, the City determined the need for preparation of an EIR for the Project. Potentially significant impacts were identified based on review of comments received in response to the Notice of Preparation (NOP) that was available for public review from April 11, 2023, through May 11, 2023 (see Appendix A) and additional research and analysis of relevant project data during preparation of this Draft EIR.

A summary of written comment letters received is provided in Table 2-1.

**Table 2-1. Summary of Notice of Preparation Comments**

Commenter	Date	Summary of Environmental Issues Raised	EIR Chapter/Section Where Comment is Addressed
<b>State Agency</b>			
Native American Heritage Commission (NAHC)	April 12, 2023	<ul style="list-style-type: none"> <li>Recommendations for tribal consultation and consulting legal counsel regarding compliance with Assembly Bill 52, Senate Bill 18, and other applicable laws.</li> </ul>	Section 4.4, Cultural, Tribal Cultural, and Paleontological Resources
Ventura County Environmental Health Division	May 1, 2023	<ul style="list-style-type: none"> <li>Recommendations that hazardous materials and waste must be reported to the Ventura County Certified Unified Program Agency.</li> <li>Recommendations for medical waste generations are required to register with the County’s Environmental Health Division.</li> </ul>	Section 4.7, Hazards and Hazardous Materials
California Department of Fish and Wildlife (CDFW)	May 2, 2023	<ul style="list-style-type: none"> <li>Recommendations for procedures to assess potential impacts to biological resources and recommendation of mitigation measures if necessary.</li> <li>Recommendations for surveys and discussion of impacts and mitigation for southern California legless lizard (<i>Anniella stebbinsi</i>), oak trees (<i>Quercus genus</i>), oak woodlands (<i>Quercus genus Woodland Alliance</i>), and nesting birds.</li> <li>Recommendations for landscaping.</li> <li>Recommendations against using second generation anticoagulant rodenticides.</li> </ul>	Section 4.3, Biological Resources
California Department of Transportation (Caltrans)	May 4, 2023	<ul style="list-style-type: none"> <li>Recommendations to implement Traffic Demand Management strategies to reduce vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions.</li> </ul>	Section 4.11, Transportation
Ventura County Air Pollution	May 5, 2023	<ul style="list-style-type: none"> <li>Recommendations for the project’s air quality analysis to utilize the Ventura County Air Quality Assessment Guidelines.</li> </ul>	Section 4.2, Air Quality

**Table 2-1. Summary of Notice of Preparation Comments**

Commenter	Date	Summary of Environmental Issues Raised	EIR Chapter/Section Where Comment is Addressed
Control District (VCAPCD)		<ul style="list-style-type: none"> <li>▪ Requests analysis of Project’s potential impacts to sensitive receptors and inclusion of mitigation measures, if necessary.</li> </ul>	
<b>Private Organizations and Members of the Public</b>			
Rolling Oaks Property Owners Association and Some Neighbors South and West of 400 East Rolling Oaks Drive	August 9 & 10, 2023	<ul style="list-style-type: none"> <li>▪ An EIR should be prepared, and a Scoping Meeting should be held.</li> <li>▪ An accurate Project Description is needed.</li> <li>▪ Analyze aesthetic impacts from public viewsheds and the skyline, removal of landscaping and introduction of a parking lot, Provide mitigations.</li> <li>▪ Analyze trip generation impacts with current data, and post-development visibility with on-street parking at curves and intersections.</li> <li>▪ Prepare a parking demand analysis.</li> <li>▪ Review impacts identified in the prior Oakmont mitigated negative declaration (MND).</li> <li>▪ Include a population density report relative to traffic and parking.</li> <li>▪ Study vehicular visibility at ingress/egress and curves. Review the project safety relative to street design standards.</li> <li>▪ Prohibit commercial business on Los Padres Drive.</li> <li>▪ Describe how Traffic Impact Mitigation Fees are to be used.</li> <li>▪ What’s the justification and reasoning for swapping the land uses on these two properties?</li> <li>▪ Concerned about the loss of parking at the 355 West Janss Road.</li> <li>▪ Residential zoning at 355 West Janss Road seems to be spot zoning out of character and incompatible with surrounding medical offices and hospital institutional uses.</li> <li>▪ Describe the City’s policy and practice to protect residents from commercial intrusion into residential areas.</li> <li>▪ Describe fire abatement.</li> <li>▪ Describe construction restrictions and operations relative to noise and air quality.</li> </ul>	<p>N/A</p> <p>Section 2, Introduction</p> <p>Section 3, Project Description</p> <p>Section 4.1, Aesthetics</p> <p>Section 4.2, Air Quality</p> <p>Section 4.3, Biological Resources</p> <p>Section 4.7, Hazards and Hazardous Materials</p> <p>Section 4.8, Land Use &amp; Planning</p> <p>Section 4.9, Noise</p> <p>Section 4.9, Public Services and Recreation</p> <p>Section 4.11, Transportation</p> <p>Section 4.12, Utilities and Service Systems</p> <p>Section 4.13, Wildfire</p> <p>Section 5, Effects Found Not To Be Significant</p> <p>Section 7, Alternatives</p>



**Table 2-1. Summary of Notice of Preparation Comments**

Commenter	Date	Summary of Environmental Issues Raised	EIR Chapter/Section Where Comment is Addressed
		<ul style="list-style-type: none"> <li>▪ Describe the project’s connection and impact to neighboring parks.</li> <li>▪ Describe grading and height of buildings.</li> <li>▪ Erect story poles.</li> <li>▪ Identify the number of truck trips and water quality protections during construction.</li> <li>▪ Prepare an independent Biological Assessment consistent with other regulatory agency standards that considers impacts to on-site and adjacent species.</li> <li>▪ Describe all hazards and hazardous materials and mitigations, including alarms and containment actions.</li> <li>▪ Provide evidence of adequate water supply for the project.</li> <li>▪ Describe compliance with stormwater requirements.</li> <li>▪ Project Alternatives need to be analyzed.</li> <li>▪ An alternate site analysis needs to be provided as the Cancer Center development can be developed at 355 West Janss Road.</li> </ul>	
Jackson Tidus, a Law Corporation	August 18 and 22, 2022	<ul style="list-style-type: none"> <li>▪ Concurrent action of the 400 Rolling Oaks Drive and 355 West Janss Road sites is required per SB 330.</li> <li>▪ Residential zoning at 355 West Janss Road seems to be spot zoning out of character and incompatible with surrounding medical offices and hospital institutional uses.</li> <li>▪ Concerned about the loss of parking at the 355 West Janss Road.</li> <li>▪ Analyze noise impacts of the existing development surrounding 355 West Janss Road on a potential project at that location.</li> <li>▪ Study the proposed changes at 400 Rolling Oaks Drive and 355 West Janss Road as one project.</li> </ul>	<p>N/A</p> <p>Section 3, Project Description</p> <p>Section 4.8, Land Use &amp; Planning</p> <p>Section 4.9, Noise</p>
Rob Marcarelli	May 1, 2023	<ul style="list-style-type: none"> <li>▪ Posed questions on why this project is being considered when a previously proposed project for this site was not approved 6 years ago.</li> </ul>	N/A
Elena and Bryan Radosavcev	May 2, 2023	<ul style="list-style-type: none"> <li>▪ Posed general questions about the biological and traffic impacts of the</li> </ul>	Section 3, Project Description

**Table 2-1. Summary of Notice of Preparation Comments**

Commenter	Date	Summary of Environmental Issues Raised	EIR Chapter/Section Where Comment is Addressed
		project, earthwork quantities, height of buildings, and line of sight.	Section 4.1, Aesthetics Section 4.3, Biological Resources Section 4.11, Transportation
David Ganser	May 3, 2023	<ul style="list-style-type: none"> <li>▪ Could 355 West Janss Road be used for parking if that property land use and zoning was changed to residential?</li> </ul>	N/A
Lynn Burdick	September 2, 2022, and May 11, 2023	<ul style="list-style-type: none"> <li>▪ Analyze trip generation impacts with current data.</li> <li>▪ Address traffic volume and safety concerns and parking impacts both on and off site.</li> <li>▪ Suggested various modifications to traffic signage/painting, physical improvements, and regulations on Los Padres Drive and Rolling Oaks Drive.</li> <li>▪ An alternate site analysis needs to be provided for both project sites without changing zoning.</li> <li>▪ Expand the mailing radius for public noticing.</li> <li>▪ Provide a status of the Scoping Meeting.</li> </ul>	N/A Section 2, Introduction Section 4.11, Transportation Section 7, Alternatives
Diane Gomez	May 11, 2023	<ul style="list-style-type: none"> <li>▪ The project will create noise, light, and traffic impacts.</li> <li>▪ Describe the City’s policy and practice to protect residents from commercial intrusion into residential areas.</li> <li>▪ An alternate site analysis needs to be provided as the Cancer Center development can be developed on another property, not limited to 355 West Janss Road.</li> <li>▪ Analyze aesthetic impacts from scenic corridors.</li> <li>▪ Erect story poles.</li> </ul>	Section 4.1, Aesthetics Section 4.8, Land Use & Planning Section 4.9, Noise Section 4.11, Transportation
<b>Comments Received at the Scoping Meeting</b>			
Wes Myers	May 2, 2023	<ul style="list-style-type: none"> <li>▪ Within the Biological Resources section, consider if brush clearance would extend beyond the property limits and if that would have any impacts on biological resources.</li> <li>▪ Analyze light pollution on biological resources.</li> </ul>	Section 4.1, Aesthetics Section 4.3, Biological Resources

**Table 2-1. Summary of Notice of Preparation Comments**

Commenter	Date	Summary of Environmental Issues Raised	EIR Chapter/Section Where Comment is Addressed
Rob Marcarelli	May 2, 2023	<ul style="list-style-type: none"> <li>Posed questions on why this project is being considered when a previously proposed project for this site was not approved 6 years ago.</li> </ul>	N/A
Elena and Bryan Radosavcev	May 2, 2023	<ul style="list-style-type: none"> <li>Will renderings of the project be provided from the perspective of the neighborhood?</li> </ul>	Section 4.1, Aesthetics
Mike Nicholls	May 2, 2023	<ul style="list-style-type: none"> <li>What's the justification and reasoning for swapping the land uses/densities on properties with different sizes?</li> <li>The Rolling Oaks neighborhood does not support the project.</li> </ul>	Section 4.8, Land Use & Planning
Barbara Ballenger	May 2, 2023	<ul style="list-style-type: none"> <li>Traffic on Los Padres Drive is already congested. Vehicular ingress/egress into the project site should only occur on Rolling Oaks Drive.</li> <li>Where is parking to be located?</li> </ul>	Section 3, Project Description Section 4.11, Transportation
Dave Ganser	May 2, 2023	<ul style="list-style-type: none"> <li>Housing is a priority, and the Rolling Oaks property shouldn't be rezoned from residential to commercial. Rezoning the Rolling Oaks property would change the neighborhood character.</li> <li>The rezoning is not necessary as the hospital already owns the Janss Road site which can be used for medical facilities. It's unlikely the hospital will develop housing at the Janss Road site.</li> <li>Alternative commercial locations, such as 99 Rolling Oaks Drive, exist within the City that could accommodate the Cancer Center development.</li> <li>Added traffic will aggravate existing congestion.</li> <li>The neighborhood has safety concerns regarding the existing, heavily-used on-street parking and associated pedestrian activity coming and going from those vehicles. The Rolling Oaks development traffic will aggravate existing safety and parking concerns.</li> </ul>	Section 4.8, Land Use & Planning Section 4.11, Transportation
Diane Gomez	May 2, 2023	<ul style="list-style-type: none"> <li>Visuals and story-poles should be erected to demonstrate the height of the Rolling Oaks development as viewed from scenic corridors.</li> <li>Why aren't trees being planted along the Rimrock adjacent property line?</li> </ul>	Section 4.1, Aesthetics Section 4.9, Noise Section 4.13, Wildfire

**Table 2-1. Summary of Notice of Preparation Comments**

Commenter	Date	Summary of Environmental Issues Raised	EIR Chapter/Section Where Comment is Addressed
		<ul style="list-style-type: none"> <li>Shield adjacent properties from noise and light.</li> </ul>	
Bryan McQueeney	May 2, 2023	<ul style="list-style-type: none"> <li>Story-poles should be erected to demonstrate the height of the Rolling Oaks development.</li> <li>An alternate site analysis needs to be provided as the Cancer Center development can be developed at 355 West Janss Road or other locations in the City.</li> <li>A one-story project at 400 Rolling Oaks Drive needs to be evaluated.</li> </ul>	Section 4.1, Aesthetics Section 7, Alternatives
Elise DiLallo	May 2, 2023	<ul style="list-style-type: none"> <li>The zoning at 400 Rolling Oaks Drive should provide for rural residential development.</li> <li>A commercial development is not appropriate for or compatible with the residential neighborhood.</li> </ul>	Section 4.8, Land Use & Planning
Peggy Sirota	May 2, 2023	<ul style="list-style-type: none"> <li>Opposed to development at 400 Rolling Oaks Drive imposing on the neighborhood and aggravating traffic.</li> </ul>	Section 4.1, Aesthetics Section 4.11, Transportation

## 2.5.2 Environmental Effects Found Not To Be Significant

Pursuant to CEQA, the discussion of potential environmental impacts is focused on those impacts that could be significant or potentially significant. CEQA allows the lead agency to limit the detail of discussion of the environmental impacts that are not considered potentially significant (PRC Section 21100; 14 CCR 15126.2[a] and 15128). CEQA requires that the discussion of any significant environmental effect be limited to substantial, or potentially substantial, adverse changes in physical conditions that exist within the affected area, as defined in PRC Section 21060.5. In accordance with CEQA Guidelines Section 15143, environmental impacts dismissed in an analysis as clearly insignificant and unlikely to occur need not be discussed further in the EIR unless the lead agency subsequently receives information inconsistent with the finding.

Based on a review of comments received in response to the NOP (Appendix A) as well as additional research and analysis of relevant project data during preparation of this Draft EIR, it was determined, for reasons described in Chapter 5, Effects Found Not to Be Significant, of this EIR, that the project would not result in significant environmental impacts in the following resource areas. Thus, with the exception of the impact discussion in Chapter 5 of this EIR, these environmental resource areas are not discussed at further length in this EIR:

- Agricultural and Forestry Resources
- Geology and Soils
- Hydrology and Water Quality
- Mineral Resources
- Population and Housing

### 2.5.3 Environmental Issues Determined to be Potentially Significant

Pursuant to CEQA and CEQA Guidelines Section 15064, the discussion of potentially significant environmental impacts is focused in this EIR on those impacts that the lead agency has determined could be potentially significant. A determination of those environmental impacts that would be potentially significant was made for the Project based on a review of comments received as part of the NOP scoping process and additional research and analysis of relevant information during preparation of this EIR.

The scope of this EIR includes environmental issues identified by the City during the preparation of the NOP, as well as issues raised by public agencies and members of the public in response to the NOP. The following environmental issue areas were determined to be potentially significant and are addressed at further length in Chapter 4 of this EIR:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural, Tribal Cultural, and Paleontological Resources
- Energy
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Public Services and Recreation
- Transportation
- Utilities and Service Systems
- Wildfire

## 2.6 Organization of this Environmental Impact Report

This EIR contains all of the information required to be included in an EIR, as specified by the CEQA Statutes and Guidelines (PRC Section 21000 et seq.; 14 CCR 15000 et seq.). CEQA requires that an EIR contain, at a minimum, specified content. The following provides a quick reference in locating the CEQA-required sections within this document:

- **Chapter 1: Executive Summary.** The Executive Summary provides a summary of the Project and Project alternatives, including a summary of the Project and cumulative impacts, recommended mitigation measures, and the level of significance after mitigation for each environmental issue.
- **Chapter 2: Introduction.** The Introduction provides an overview of the Project and the CEQA process, and describes the purpose, scope, and components of this EIR.
- **Chapter 3: Project Description.** The Project Description provides a detailed description of the Project, including the location and Project characteristics. The intended uses of this EIR, Project background, Project objectives, and required Project approvals are also addressed.
- **Chapter 4: Environmental Impacts and Mitigation Measures.** The Environmental Impacts and Mitigation Measures chapter analyzes the environmental impacts of the Project. Impacts are organized into major environmental topic areas. Each topic area includes a description of the environmental setting, regulatory setting, significance criteria, mitigation measures, and level of significance after mitigation. The following specific environmental areas are addressed in Chapter 4:
  - Section 4.1 – Aesthetics
  - Section 4.2 – Air Quality
  - Section 4.3 – Biological Resources

- Section 4.4 – Cultural, Tribal Cultural, and Paleontological Resources
- Section 4.5 – Energy
- Section 4.6 – Greenhouse Gas Emissions
- Section 4.7 – Hazards and Hazardous Materials
- Section 4.8 – Land Use and Planning
- Section 4.9 – Noise
- Section 4.10 – Public Services and Recreation
- Section 4.11 – Transportation
- Section 4.12 – Utilities and Service Systems
- Section 4.13 – Wildfire
- **Chapter 5: Effects Found Not to Be Significant.** The Effects Found Not to Be Significant chapter provides a summary of Project impacts that have been determined, based on review of comments received in response to the NOP and additional research and analysis of relevant project data during preparation of this Draft EIR, to result in less-than-significant or no impact, and therefore, further discussion is not warranted. A brief discussion of these Project impacts is provided in this chapter.
- **Chapter 6: Other CEQA Considerations.** The Other CEQA Considerations chapter provides a discussion of cumulative impacts and a summary of significant environmental impacts, including unavoidable, irreversible, and growth-inducing impacts.
- **Chapter 7: Alternatives.** The Alternatives chapter provides a comparison between the Project impacts and three Project alternatives: (1A) the No Project/No Development Alternative, (1B) Zoning-Compliant Alternative, (2) the Comprehensive Cancer Center at Janss Road site Alternative, and (3) the Single-Story Comprehensive Cancer Center at Cancer Center site Alternative.
- **Chapter 8: List of Preparers.** The List of Preparers chapter provides a list of the organizations, persons consulted, and various individuals who contributed to the preparation of this EIR. This section also includes a list of the lead agency personnel and technical consultants used to prepare this EIR.
- **Appendices.** The technical appendices contain the NOP (including public comments) and technical studies prepared to support the analyses and conclusions in this EIR.

The Final EIR will be prepared after the public review period for this Draft EIR has been completed. The Final EIR will include comments and recommendations received on the Draft EIR during the public review period; a list of persons, organizations, and public agencies commenting on the EIR; written responses to significant environmental issues identified in the comments received; and any other relevant information added by the City.

## 2.7 Documents Incorporated by Reference

Pursuant to CEQA Guidelines Section 15150, this EIR has referenced several technical studies, analyses, and previously certified environmental documents. Information from these documents, incorporated by reference, is briefly summarized in the appropriate chapters and sections. The documents that were used to prepare this EIR include the following:

- City of Thousand Oaks 2045 General Plan (2023)
- Thousand Oaks Municipal Code (Code of Ordinances) (2023 [Updated])
- Ventura County 2040 General Plan (2020)

These reference documents, in accordance with CEQA Guidelines Section 15150(b), are available for review at the following locations:

### City of Thousand Oaks General Plan

<https://www.toaks2045.org/>

### City of Thousand Oaks Municipal Code

<https://codelibrary.amlegal.com/codes/thousandoaks/latest/overview>

### Ventura County 2040 General Plan

[https://docs.vcrma.org/images/pdf/planning/plans/Final\\_2040\\_General\\_Plan\\_docs/Ventura\\_County\\_2040\\_General\\_Plan\\_web\\_link.pdf](https://docs.vcrma.org/images/pdf/planning/plans/Final_2040_General_Plan_docs/Ventura_County_2040_General_Plan_web_link.pdf)

## 2.8 Documents Prepared for the Project

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

- Air Quality and GHG Emissions Technical Report, prepared by Dudek, October 2023
- Biological Resources Assessment for Cancer Center Site, prepared by LSA, August 2023
- Jurisdictional Delineation Report for Cancer Center Site, prepared by LSA, November 2022
- Biological Resources Report for Janss Property, prepared by LSA, August 2023
- Protected Oak Tree Arborist Report for Cancer Center Site, prepared by Evergreen Arborist Consultants, Inc, August 2023
- CONFIDENTIAL: California Historical Resources Information System records search results, completed by Dudek, November 2022
- Assembly Bill 52 Letters and Senate Bill 18 Notification Letters, prepared by Dudek on behalf of the City of Thousand Oaks, March 2023
- CONFIDENTIAL: Record of Assembly Bill 52 and Senate Bill 18 Consultation Record, completed by the City of Thousand Oaks, August 2023
- Geotechnical Site Evaluation Report for Cancer Center Site, prepared by Gorian & Associates, April 2020
- Phase I Environmental Site Assessment for Cancer Center Site, prepared by Dudek, May 2023
- Noise and Vibration Technical Report for the Los Robles Comprehensive Cancer Center Project, prepared by Dudek, December 2023
- Los Robles Medical Center Traffic and Parking Study, prepared by Associated Transportation Engineers, October 2022
- Trip Generation Addendum Memorandum for the Los Robles Medical Center Project, prepared by Associated Transportation Engineers, October 11, 2023
- Los Robles Medical Office Amendment- CEQA Transportation Analysis, prepared by Iteris, October 31, 2023
- SQUIMP Report for Los Robles Cancer Center, prepared by Kimley-Horn and Associates, May 2022
- Fire Protection Plan for Proposed Cancer Center Site, prepared by Dudek, December 2023

## 2.9 Review of the Draft Environmental Impact Report

Upon completion of this Draft EIR, the City prepared and filed a Notice of Completion with the Governor's Office of Planning and Research, State Clearinghouse to start the public review period (PRC Section 21161). Concurrent with the Notice of Completion, the City distributed a Notice of Availability in accordance with CEQA Guidelines Section 15087. The Notice of Availability was mailed to the agencies, organizations, and individuals who previously requested in writing to receive a copy. This Draft EIR was distributed to responsible and trustee agencies, other affected agencies, surrounding cities and municipalities, and all interested parties requesting a copy of this document in accordance with PRC Section 21092(b)(3). During the public review period, this Draft EIR, including the appendices, is available for review at the following location:

### In Person:

City of Thousand Oaks City Hall, Planning Division  
2100 Thousand Oaks Boulevard  
Thousand Oaks, California 91362

Grant R. Brimhall Library  
1401 East Janss Road  
Thousand Oaks, California 91362

Newbury Park Library  
2331 Borchard Road  
Newbury Park, California 91320

**Online:** <https://www.toaks.org/departments/community-development/planning/environmental-impact>

Agencies, organizations, individuals, and all other interested parties not previously contacted, or who did not respond to the NOP, currently have the opportunity to comment on this Draft EIR during the public review period. Written or email comments on this Draft EIR should be addressed to:

Scott Kolwitz, Senior Planner  
City of Thousand Oaks, Community Development Department, Planning Division  
2100 Thousand Oaks Boulevard  
Thousand Oaks, California 91362  
Phone: 805.449.2319  
Email: [skolwitz@toaks.org](mailto:skolwitz@toaks.org)

Upon completion of the public review period, written responses to all substantive environmental comments are prepared and made available prior to the public hearing on the Project before the City of Thousand Oaks' Planning Commission, at which the Project, the Final EIR, and requested entitlements are considered for recommendation to the Thousand Oaks City Council. The comments received and the responses to those comments will be included as part of the record for consideration for the Project.



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# 3 Project Description

This chapter describes the project location, setting, and project need and objectives of the Los Robles Comprehensive Cancer Center (Cancer Center) and the 355 West Janss Road General Plan Amendment and Zone Change (Janss Road) Project (collectively the “Project”) Environmental Impact Report and provides a detailed description of the Project characteristics. This chapter also discusses the required development approvals and discretionary actions necessary to implement the Project.

## 3.1 Project Location

### Cancer Center Site

The approximately 4.92-gross acre site is located at 400 East Rolling Oaks Drive in the southern portion of the City of Thousand Oaks (City), which is in Ventura County (Figure 3-1, Location Map; Figure 3-2a, Aerial View of Cancer Center site). The site is bordered to the north by Rolling Oaks Drive and medical office development, to the west by Los Padres Drive and residential development, to the east by undeveloped land and residential development, and to the south by undeveloped land designated as Los Padres Open Space and managed by the Conejo Open Space Conservation Agency (COSCA) and residential development. The Cancer Center site consists of Assessor’s Parcel Number (APN) 681-0-180-265 and 681-0-180-275. Specifically, the Cancer Center site is in Section 16, Township 1 North, Range 19 West, as depicted on the U.S. Geological Survey Thousand Oaks, California 7.5-minute topographic quadrangle map.

Regional access to the Cancer Center site is provided via U.S. Route 101, which is located 0.2 miles north of the site. Local access is provided via Rolling Oaks Drive and Los Padres Drive.

### Janss Road Site

The 2.15-acre site is located at 355 West Janss Road in Thousand Oaks and approximately 2.3 miles northwest of the Cancer Center site (Figure 3-1, Location Map; Figure 3-2b, Aerial View of Janss Road site). The site is bordered to the north by a medical office development, to the west by North Lynn Road and Wildwood Open Space managed by the COSCA, to the east by an internal access road and parking lot, and to the south by West Janss Road and residential development. The Janss Road site consists of APN 522-0-270-135. Specifically, the site is in Section 00, Township 1 North, Range 18 West, as depicted on the U.S. Geological Survey Thousand Oaks, California 7.5-minute topographic quadrangle map.

Regional access to the Janss Road site is provided via U.S. Route 101, located 1.55 miles south of the site. Local access is provided via Lynn Road and Janss Road.

## 3.2 Environmental Setting

### City of Thousand Oaks

The City is located approximately 39 miles west of downtown Los Angeles and about 12 miles inland from the Pacific Ocean within the Conejo Valley, a mountain-rimmed plateau ranging from 600 to 900 feet above sea level. The Conejo Valley is approximately 9 miles long and 7 miles wide and is rimmed by Mountclef Ridge and the Simi Hills

to the north and east, the Santa Monica Mountains to the south, and Conejo Mountain to the west. The developed portions of the City are located primarily on the Conejo Valley floor.

When first incorporated in 1964, the City's population was approximately 20,000 residents in an area of 14.28 square miles (City of Thousand Oaks 2023a). The City has grown to a current population of approximately 122,967 within an area of about 55 square miles (DOF 2023). The City is an economically balanced community with a diverse tax base. Residential, office and retail commercial, and industrial land uses are carefully planned and located within the City.

Access to the City is primarily via seven major arterials. From the east, access is via US-101 (Ventura Freeway), Thousand Oaks Boulevard, and Agoura Road. From the west, access is via US-101 from the Conejo Grade. Access from the north is via State Route 23 (Thousand Oaks Freeway), Moorpark Road and Olsen Road.

The climate of Thousand Oaks is mild, characterized by warm summers (daytime highs usually in the 80s), and cool winters (highs usually in the 60s). As in most of California, rainfall peaks during the wintertime, with most rain falling between October and April. Annual rainfall averages about 15 inches.

## Existing Setting

### Cancer Center Site

The Cancer Center site previously contained a daycare facility and associated recreational facilities that have since been demolished. The Cancer Center site operated as a daycare facility from 1975 through 2017. The building was demolished in 2018 and the site has been vacant since then. The northwest portion of the Cancer Center site has vestiges of the previous development with multiple concrete slabs, some utilities, and compacted soils. The northeastern portion of the site contains an ephemeral drainage and an associated small patch of riparian area consisting of coast live oak/willow woodland. Ornamental trees line the northern Cancer Center site boundary and wrap around the western edge. Ruderal/barren areas are present in the center of the site where they meet foothills covered with coastal sage scrub. Coastal sage scrub continues south, connecting with the Los Padres Open Space at the south end of the Cancer Center site.

According to the City's General Plan and the Zoning Map, the land use and zoning designations for the Cancer Center site are Neighborhood Very Low and Rural-Exclusive (R-E-1AC) (City of Thousand Oaks 2023b; City of Thousand Oaks 2022) (refer to Figure 3-3a, Existing and Proposed Land Use Designations-Cancer Center site; Figure 3-4a, Existing and Proposed Zoning Districts-Cancer Center site).

As discussed in further detail below in Section 3.4.1, utility infrastructure currently exists along Rolling Oaks Drive to serve the Cancer Center site. Existing infrastructure in the Cancer Center site vicinity includes water and sanitary sewer transmission mains, electrical transmission and distribution lines, and cable and telephone lines.

### Janss Road Site

The Janss Road site is located on 2.15 acres and is utilized as a surface parking lot for employees at the existing surgical center and supporting hospital service buildings located north and east of the site. The surface parking lot contains 183 parking spaces for employees, 15 light standards 14 feet in height, and landscape planters with trees, including two holly oak trees, located between parking rows. Ornamental trees and some protected oak and landmark trees also line the northern and western Project boundary and a portion of the eastern Project boundary.

According to the City’s General Plan and the Zoning Map, the land use and zoning designations for the Janss Road site are Institutional (I) and Public, Quasi-public and institutional Lands and Facilities (P-L) (City of Thousand Oaks 2023; City of Thousand Oaks 2022) [refer to Figure 3-3b, Existing and Proposed Land Use Designations-Janss Road site; and Figure 3-4b, Existing and Proposed Zoning Districts-Janss Road site].

## 3.3 Project Need and Objectives

The Project has been formulated to achieve the purpose, need, and objectives described below. Specifically, CEQA Guidelines Section 15124(b) requires an Environmental Impact Report (EIR) to include a statement of objectives sought by the Project. The objectives assist the City in developing a reasonable range of alternatives to be evaluated in the EIR as well as aid decision makers in preparing Findings of Fact and a Statement of Overriding Considerations, if necessary.

### Purpose and Need

#### Cancer Center Site

The Cancer Center is designed to consolidate various cancer services including radiation, oncology, medical oncology, surgical oncology, imaging, and patient service-related functions (navigation, geneticist, appearance center, library and other support services) within a single comprehensive cancer treatment facility. Currently, essential cancer treatment and medical functions are located at various disparate locations throughout the City (up to 7), which causes significant patient and family inconvenience and stress and results in suboptimal quality of care. The mission of the Cancer Center is to create an environment with all the needed services in one space to reduce the burden on patients and families. Consolidating all the above-mentioned services in a single Comprehensive Cancer Center, which are currently spread out at up to seven different locations, throughout the city could substantially reduce the number of required patient visits and the overall time required to obtain these vital services. The comprehensive cancer center would be in close proximity to the existing Los Robles Campus – Thousand Oaks Surgical Hospital allowing for operational synergy and efficiencies, while at the same time providing critical patient care and services in a quiet and peaceful setting.

#### Janss Road Site

A general plan amendment and rezone is proposed to allow for future residential development at 355 West Janss Road in Thousand Oaks (Janss Road). Although a separate action, it is statutorily tied to the approvals for the Comprehensive Cancer Center due to compliance with Senate Bill 330 (as recently amended by Senate Bill 8) (collectively the “Housing Crisis Act”). The corresponding residential rezoning on the Janss Road site will enable the City to make the required no net loss findings under California’s “No Net Loss” statute (California Government Code Section 65863).

The Housing Crisis Act of 2019, or Senate Bill (SB) 330, was passed in October 2019 to address California’s housing shortage by expediting the approval process for housing development projects. The Housing Crisis Act prohibits some local discretionary land use controls and generally requires cities to approve housing developments that comply with the objective standards in local zoning codes and general plans. It generally requires that a housing development project only be subject to the ordinances, policies, and standards adopted and in effect when a preliminary application is submitted. The Housing Crisis Act included amendments to the Housing Accountability Act (HAA), Planning and Zoning Law, and Permit Streamlining Act, setting new provisions statewide for housing development projects. Effective January 1, 2022, SB 330 is now extended until January 1, 2030, with the passage of SB 8.

The Cancer Center component of the Project would result in a General Plan Amendment to modify the Project site's General Plan Land Use designation from Neighborhood Very Low to Commercial Neighborhood, and a Zone Change to modify the Project site's zoning designation from Rural-Exclusive (R-E-1AC) to Commercial Office (C-O). With this amendment and rezone, the potential for buildout of up to 9 residential units would not occur at the Cancer Center Project Site. To ensure compliance with the Housing Crisis Act and to allow the required findings to be made pursuant to California's "No Net Loss" statute (California Government Code Section 65863), a General Plan Amendment from Institutional to Neighborhood Low 1 and Zone Change from Public, Quasi-public and institutional Lands and Facilities (PL) to Residential Planned Development, maximum 4.5 dwelling units per acre (RPD-4.5U) is proposed at the 2.15-acre site located at 355 West Janss Road in Thousand Oaks (APN 522-0-270-135) (Janss Road site).

In compliance with Senate Bill 330 (as recently amended by Senate Bill 8) (collectively the "Housing Crisis Act") the Janss Road General Plan Amendment and rezoning is proposed to ensure no net loss of residential zoning capacity would occur from approval of the Cancer Center with a concurrent request for a General Plan Amendment and zone change that would allow potential development of residential units at the 355 West Janss Road site to ensure no net loss of residential zoning capacity from approval of the Project and the Requested Actions would occur.

### Project Objectives

Consistent with the Project's purpose and need, and to comply with recent State housing law, the primary objectives sought are as follows:

- **Objective 1:** Provide a state-of-the-art cancer center that consolidates various cancer services, cancer medical equipment, and patient service-related functions within a single comprehensive cancer treatment facility located adjacent to the existing Thousand Oaks Surgical Hospital (TOSH) to allow for improved patient convenience, efficiency, and quality of care.
- **Objective 2:** Redevelop an underutilized site with a modern and attractive cancer center building that is adjacent to other medical offices, surgical hospital, and near a key transportation corridor, thereby reducing trips and providing convenience for patients.
- **Objective 3:** Maximize employment opportunities by entitling a cancer center that is responsive to market needs and which will add high quality jobs to the Site.
- **Objective 4:** Ensure the building design and massing are sensitively developed relative to the surrounding built environment and compatible with existing hillside conditions, including limiting the amount of grading and dirt export to the greatest extent possible, while still meeting the critical need to consolidate multiple patient services into a single facility.
- **Objective 5:** Ensure no net loss of residential zoning capacity from approval of the scope of work at the Cancer Center site by providing residential zoning capacity at another location in the City.

## 3.4 Proposed Project

The Project consists of two components: (1) redevelopment of the 4.92-acre site off Rolling Oaks Drive as a comprehensive cancer center medical building (Cancer Center); and (2) a concurrent request for a General Plan Amendment and zone change at 355 West Janss Road site to ensure no net loss of residential zoning capacity from approval of the comprehensive cancer center (Janss Road). Both project components are described further, below.

## Cancer Center

### General Plan Amendment and Zone Change

Approval of the Cancer Center would require a General Plan Amendment to modify the Cancer Center site's General Plan Land Use designation from Neighborhood Very Low to Commercial Neighborhood, and a Zone Change to modify the Cancer Center site's zoning designation from Rural-Exclusive (R-E-1AC) to Commercial Office (C-O) (Figure 3-3a, Existing and Proposed Land Use Designations-Cancer Center site; Figure 3-4a, Existing and Proposed Zoning-Cancer Center site).

### Comprehensive Cancer Center Building

The Cancer Center would result in construction of an approximately 58,000 square foot (SF) medical office that accommodates various cancer medical and patient services, having a split level amongst two stories with a mechanical rooftop screened with mansard roofing. The building height would range between 27 feet and 42 feet at its highest point. An Office of Statewide Health Planning and Development (OSHPD) 3 building is proposed, requiring state review and approval of building permits applied to clinics that are licensed pursuant to Health and Safety Code Section 1200. The medical building would accommodate patient rooms, treatment services, an office area for staff and physicians, conference/consultation rooms, a lounge, and general storage and utility areas (see Figure 3-5, Conceptual Site Plan-Comprehensive Cancer Center site Plan, and Figure 3-6a - Figure 3-6b, Exterior Building Elevations-Cancer Center site)

### Site Access, Circulation, and Parking

The proposed Cancer Center consists of a new medical office building with primary access off Rolling Oaks Drive and secondary access off Los Padres Drive. Street-level parking would be provided on-site, including a drop-off area for patients (see Figure 3-5a, Conceptual Site Plan-Comprehensive Cancer Center). The Cancer Center would include 233 surface parking spaces, in accordance with the City Municipal Code requirements, including 26 electric vehicle charging spaces and 28 clean air stalls per CalGreen standards. In addition, the Cancer Center would include pedestrian and bicycle facilities that provide safe, continuous accessibility to the facility, including pedestrian pathways, crosswalks, and 24 on-site bicycle parking spots (short-term and long-term).

To meet shade requirements for the City, the Cancer Center will include solar parking canopies just south of the proposed building to shade up to 48 parking spaces. The carports are to be designed to complement the cancer center's architectural style within the framework of similar installations throughout the City with typical details within a standard kit of parts that is familiar to the city and residents, rather than a bespoke unique design. They are to be constructed primarily of exposed structural steel components with a metal roof supporting photovoltaic panels and anchored into concrete pedestals. The steel, metal, and concrete components are to be painted to work within the color palette of the cancer center building's exterior finishes. Lighting fixtures, shielded and aimed downward, would be hung from the underside of the metal roof. The solar canopies would generate green power that would be used to supplement power needs of the development.

### Landscaping and Setbacks

The Cancer Center development will provide 14 percent landscape coverage (approximately 17,000 SF) providing enhanced perimeter landscape treatment. All landscaping would utilize low water use trees, shrubs and would be consistent with Ventura County Fire Department (VCFD) standards. Refer to Figure 3-7a, Landscape Plan-Northern Portion of Cancer Center site Figure 3-7b, Landscape Plan-Southern Portion of Cancer Center site. 14 protected

oak trees would be removed, and 16 protected oak trees would be preserved. The project would plant 45 mitigation oak trees to replace the 14 protected oak trees removed. Existing trees bordering the parking lot along the northern boundary of the Cancer Center site and the northeastern corner would remain on site.

A 20-foot side and front setback from property line to building is proposed along Rolling Oaks Drive and Los Padres Drive. The Cancer Center building would accommodate a 20-foot rear setback and a 25-foot utility easement from the property line along the east edge of the property.

#### Utility Improvements

##### Domestic Water

Domestic water service would be provided by the California American Water Company. Existing 10-inch water lines are located within Rolling Oaks Drive and Los Padres Drive.

The proposed Cancer Center would connect to the existing water line in Rolling Oaks Drive. To provide adequate fire coverage, two on-site fire hydrants would be provided, as well as an underground fire water line which would connect to fire sprinklers inside the building. One fire connection would be made on Rolling Oaks Drive along with another connection along Los Padres Drive.

##### Sanitary Sewer

Sanitary sewer service would be provided by the City. Existing sanitary sewer lines include sewer lines in Rolling Oaks Drive and Los Padres Drive. The proposed Cancer Center would connect to the existing sanitary sewer lines at two points of connection and would connect to an existing manhole at the intersection of Rolling Oaks Drive and Los Padres Drive.

##### Storm Drainage

Off-site drainage in its existing condition runs onto the site from the south hillside. Drainage is re-routed via a U-gutter to avoid the site development but still match the existing drainage patterns. There is an existing drainage ditch on the western edge of the site along Los Padres Drive that transitions from open channel to underground pipe via a headwall. As part of the project, the headwall would be relocated approximately 100 feet south to accommodate a new driveway for emergency vehicle access.

Project stormwater will be treated on site via biofiltration. Storm water will then be detained on-site before being released to replicate pre-development conditions. A series of existing storm drain inlets and pipes throughout the Cancer Center site would gather rainwater and route it to four proposed Low Impact Development (LID) stormwater treatment planters. The treated water would then be conveyed to one of two on-site storm water detention chambers used to monitor flow before connecting to public storm drain facilities. Along the Cancer Center site's north side, an energy dissipating structure is proposed to outlet water to the natural channel. The southern detention system would connect to a proposed storm drainpipe along Los Padres Drive that would replace an existing valley gutter.

Retaining walls are proposed near the northeast, eastern, and southern boundaries of the proposed developed area.

#### Gas, Electric, and Telecommunication Facilities

Upgrades would be required with respect to electric power, natural gas, and telecommunication facilities (i.e., cable television services). These utilities would be part of a dry utility package that would be installed on site from their locations immediately fronting the Project site to provide service to the Project.

#### Outdoor Lighting

Outdoor lighting would be installed in conformance with City codes and ordinances, applicable safety, and illumination requirements, and California Title 24 requirements. Lighting would be installed along public streets as appropriate for public safety. Limited safety and security lighting and indirect shielded lighting would also be provided.

### Janss Road

#### Background

The Housing Crisis Act of 2019, or SB 330, was passed in October 2019 to address California's housing shortage by expediting the approval process for housing development projects. The Housing Crisis Act prohibits some local discretionary land use controls and generally requires cities to approve housing developments that comply with the objective standards in local zoning codes and general plans. It generally requires that a housing development project only be subject to the ordinances, policies, and standards adopted and in effect when a preliminary application is submitted. The Housing Crisis Act included amendments to the HAA, Planning and Zoning Law, and Permit Streamlining Act, setting new provisions statewide for housing development projects. Effective January 1, 2022, SB 330 is now extended until January 1, 2030, with the passage of SB 8.

The Cancer Center Project component would result in a General Plan Amendment to modify the Project site's General Plan Land Use designation from Neighborhood Very Low to Commercial Neighborhood, and a Zone Change to modify the Cancer Center site's zoning designation from Rural-Exclusive (R-E-1AC) to Commercial Office (C-O). With this amendment and rezone, the potential for buildout of up to 9 residential units would not occur at the Cancer Center site. To ensure compliance with the Housing Crisis Act and to allow the City to make the required findings pursuant to California's "No Net Loss" statute (California Government Code Section 65863), a General Plan Amendment from Institutional to Neighborhood Low 1 and Zone Change from Public, Quasi-public and institutional Lands and Facilities (PL) to Residential Planned Development, maximum 4.5 dwelling units per acre (RPD-4.5U) is proposed at the 2.15-acre site located at 355 W Janss Road in Thousand Oaks (APN 522-0270-135) (Janss Road site). The Janss Road site is currently used for surface parking for the existing surgical center and supporting medical services.

#### General Plan Amendment and Zone Change

The Project would involve a General Plan Amendment to modify the Janss Road site's General Plan Land Use designation from Institutional to Neighborhood Low 1, and a Zone Change to modify the site's zoning designation from Public, Quasi-public and Institutional Lands and Facilities (PL) to Residential Planned Development, maximum 4.5 dwelling units per acre (RPD-4.5U) (Figure 3-3b, Existing and Proposed Land Use Designations-Janss Road site; Figure 3-4b, Existing and Proposed Zoning-Janss Road site).

### Future Buildout of Residential Units

No specific residential development project has been proposed for the Janss Road site, nor is the City required to approve a specific housing development to comply with SB330/SB8. However, the proposed modification in land use designation and rezone of the Janss Road site would allow for residential uses at the Janss Road site to ensure no net loss of residential zoning capacity resulting from the Cancer Center approvals. For purposes of this CEQA analysis, it is assumed 9 market rate single-family units would be developed within the Janss Road site. While it is reasonably foreseeable that future development at the Janss Road site would consist of residences developed at the maximum allowable intensity of 9 units on the 2.15-acre site and in a manner consistent with the proposed zoning and General Plan land use designation, no specific development or site plan is proposed at this time. As such, it would be speculative to assume the type of housing, mix and size of units, building footprint and/or overall design that would be developed at Janss Road as part of this EIR. Additionally, all site modifications, including revisions to the existing parking and landscaping, and proposed improvements would be analyzed for consistency with the City's regulations in place when a development application is submitted. As a result, only the environmental impacts of the Janss Road site General Plan Amendment and rezoning which can be reasonably foreseen at this time are analyzed in this EIR at a programmatic level. The environmental effects of a future residential development project which require an understanding of a specific site plan and development details that would be analyzed as part of the CEQA process associated with the discretionary approvals required for a future residential development project at the Janss Road site.

### Site Access, Circulation, and Parking

It is reasonable to assume primary access to the Janss Road site would be provided off West Janss Road from the existing driveway and internal road just east of the site. It is contemplated that a future proposed residential development project would include residential and guest parking spaces, including electric vehicle charging spaces and clean air stalls per California Green Building Standards (CalGreen) standards, that are consistent with the type and mix of housing types proposed. In addition, the Janss Road site would include pedestrian facilities that provide safe, continuous accessibility to the residential development and connectivity to facilities in the broader community, including pedestrian pathways and crosswalks. The environmental effects of a future residential development project which require an understanding of a specific site plan and development details, including on-site circulation and parking, would be analyzed as part of the CEQA process associated with the discretionary approvals required for a future residential development project at the Janss Road site.

### Landscaping and Setbacks

For purposes of this EIR, it is assumed that existing on-site trees along the project boundaries would remain in place and that trees and landscaping located between existing parking rows would be removed. Depending on the type and mix of housing ultimately proposed, landscape coverage, private and common open space, and setbacks would be provided consistent with City requirements. The environmental effects of a future residential development project which require an understanding of a specific site plan and development details, including on-site landscaping, would be analyzed as part of the CEQA process associated with the discretionary approvals required for a future residential development project at the Janss Road site.



## Utility Improvements

### Domestic Water

Domestic water service would be provided by the California American Water Company. An existing 12" water line is located within Lynn Road and a 10" water line is located within West Janss Road. The site is currently served from an 8" private service line connected to the 10" water line within West Janss Road.

Development at the Janss Road Site would be served from the existing 8" private water line that connects to the site. Design and construction of water line connections would comply with the requirements of the City of Thousand and/or relevant service agencies. The environmental effects of a future residential development project which require an understanding of a specific site plan and development details, including water systems, would be analyzed as part of the CEQA process associated with the discretionary approvals required for a future residential development project at the Janss Road site.

### Sanitary Sewer

Sanitary sewer service would be provided by the City. Existing sanitary sewer lines include 8" sewer lines in West Janss Road and Lynn Road. Future residential development at the Janss Road site would connect to the existing adjacent sanitary sewer lines. Design and construction of sewer line connections would comply with the requirements of the City of Thousand and/or relevant service agencies. The environmental effects of a future residential development project which require an understanding of a specific site plan and development details, including sanitary systems, would be analyzed as part of the CEQA process associated with the discretionary approvals required for a future residential development project at the Janss Road site.

### Storm Drainage

Design and construction of storm drainage for the site would comply with the requirements of the City and/or relevant service agencies. It would be speculative to assume the storm drainage plan for a future residential project at the site without project details. Therefore, storm drainage at the site would be evaluated as part of the future development application and analyzed in the required CEQA document at that time.

### Gas, Electric, and Telecommunication Facilities

Upgrades would be required with respect to electric power, natural gas, and telecommunication facilities (i.e., cable television services). These utilities would be part of a dry utility package that would be installed on site from their locations immediately fronting the Janss Road site to provide service to a future residential development. Design and construction of electric and gas line connections would comply with the requirements of the City and/or relevant service agencies. The environmental effects of a future residential development project which require an understanding of a specific site plan and development details, including utilities, would be analyzed as part of the CEQA process associated with the discretionary approvals required for a future residential development project at the Janss Road site.

### Project Energy Conservation Features

Any future development would be required to meet adopted state and local energy standards, codes and policies, and green building programs. It would be speculative to assume any additional energy efficiency and sustainability features that could be included in future residential development at the Janss Road site. The environmental effects of a future residential development project which require an understanding of a specific site plan and development

details, including energy conservation features, would be analyzed as part of the CEQA process associated with the discretionary approvals required for a future residential development project at the Janss Road site.

### Outdoor Lighting

Outdoor lighting would be installed in conformance with City codes and ordinances, applicable safety, and illumination requirements, and California Title 24 requirements. It's also reasonably foreseeable that lighting would be installed along public streets as appropriate for public safety and that limited safety and security lighting and indirect shielded lighting would also be provided. The environmental effects of a future residential development project which require an understanding of a specific site plan and development details, including outdoor lighting, would be analyzed as part of the CEQA process associated with the discretionary approvals required for a future residential development project at the Janss Road site.

## 3.4.1 Project Construction

### Cancer Center

Construction activities associated with the Cancer Center would include demolition activities, excavation, and relocation of soil on the Cancer Center site, backfilling and compaction of soils, construction of infrastructure improvements (water supply, wastewater, drainage facilities, electrical and natural gas, retaining walls, roadway, parking, and driveway improvements), and construction of the medical building.

Based on detailed information provided by the Project Applicant, it had been contemplated that construction of the Cancer Center may have commenced as early as February 2024 and occur over approximately 18 months with project completion in August 2025. As part of the project, Tier 4 construction equipment would be used and therefore is incorporated as a project design feature. Consistent with Section 8-11.01 of the City's Municipal Code, construction activity would be limited between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday. The analysis contained herein is based on the following assumptions (duration of phases is approximate):

- Project construction is proposed to begin in February 2024 and occur over approximately 18 months with project completion in August 2025.
- **Demolition:** approximately 29 days (2/1/2024 – 3/1/2024)
- **Grading:** approximately 90 days (3/1/2024 – 5/30/2024)
- **Building construction:** approximately 428 days (5/30/2024 – 8/1/2025)
- **Paving and landscaping:** approximately 113 days (within Building construction)
- **Architectural coating:** approximately 120 days (12/11/2024 – 4/10/2025)

Development of the Cancer Center would require demolition and removal of the existing on-site remnants of the previous daycare facility, including removal of asphalt and concrete pavement, building pads curbs, stairs and railings, iron and chain link fencing, gutters, headwalls, power and light poles. and some existing electrical lines. These materials would be transported off site to transfer stations and landfill facilities. The Cancer Center site would then be graded, and it is estimated there would be approximately 30,335 cubic yards of cut and 17,865 cubic yards of fill, resulting in 12,470 cubic yards of export to balance the site during the grading phase.

## Janss Road

As discussed above, no specific residential development project has been proposed for the Janss Road site. However, the proposed modification in land use designation and rezone of the site would allow for future residential uses on site. As such, reasonably foreseeable development would consist of residences developed at the maximum allowable intensity of 9 units on the 2.15-acre site. No specific development plan is proposed at this time. As such, it would be speculative to assume the type of housing, mix and size of units, building footprint and/or overall design that would be developed at Janss Road as part of this EIR. Additionally, all site modifications, including revisions to the existing parking and landscaping, and proposed improvements would be analyzed for consistency with the City's regulations in place when a development application is submitted. The environmental effects of a future residential development project which require an understanding of a specific site plan and development details would be analyzed as part of the CEQA process associated with the discretionary approvals required for a future residential development project at the Janss Road site. However, in the interest of

fully and conservatively disclosing the potential for air quality construction impacts related to the future construction of a 9-unit, single-family residential development project, CalEEMod default assumptions have been applied. It is reasonably foreseeable that construction activities associated with a future residential development would include demolition of the existing parking lot, excavation, and relocation of soil on the site, backfilling and compaction of soils, construction of infrastructure improvements (water supply, wastewater, drainage facilities, electrical and natural gas, retaining walls, roadway, parking, and driveway improvements), and construction of residential units and associated improvements to the site. For purposes of estimating project emissions, and based on information provided by the project applicant, it is assumed that construction of the project would commence in February 2027<sup>1</sup> and would last approximately 13 months, ending in February 2028. As a project design feature, the project has committed to using Tier 4 Final certified construction equipment. Consistent with Section 8-11.01 of the City's Municipal Code, construction activity would be limited between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday. The analysis contained herein is based on the following conservative assumptions (duration of phases is approximate):

- Demolition (1 month)
- Site Preparation (1 week)
- Grading (2 weeks)
- Building construction (11 months)
- Paving (2 weeks)
- Architectural coating (2 weeks)

As described above, it is assumed that existing on-site trees along the Janss Road site boundaries would remain in place and that trees and landscaping located between existing parking rows would be removed. Depending on the type and mix of housing ultimately proposed, landscape coverage, private and common open space, and setbacks would be provided consistent with City requirements. A future residential development would require demolition and removal of the existing parking lot asphalt and associated development (i.e., lighting poles, etc.). As there is no development plan for the Janss Road site, no cut or fill was assumed. The existing parking lot would need to be removed during the demolition phase and is expected to result in approximately 3,500 tons of debris to be hauled off

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<sup>1</sup> The analysis assumes a construction start date of February 2027, which represents the earliest date construction would initiate. Assuming the earliest start date for construction represents the worst-case scenario for criteria air pollutant and GHG emissions because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

site. Construction activities would typically include site preparation (e.g., removal of landscaping and potted trees located within parking rows), grading, building construction/utility installation, paving, and architectural coating.

## 3.5 Standard Requirements and Conditions of Approval

Standard requirements and Conditions of Approval associated with each Project component are described below.

### Cancer Center

The Cancer Center development proposal has been reviewed in detail by City staff. Various City departments and divisions are responsible for reviewing land use applications for compliance with City codes and regulations. These departments and divisions were also responsible for reviewing this EIR for technical accuracy and compliance with CEQA. The following City departments and divisions were responsible for technical review:

- City of Thousand Oaks, Community Development Department
- City of Thousand Oaks, Public Works Department
- Ventura County Fire Department

This review of the Cancer Center by the City departments and divisions listed above resulted in a comprehensive set of draft Conditions of Approval that will be available for public review prior to consideration of the approvals by the Thousand Oaks Planning Commission and Thousand Oaks City Council. These conditions will be considered by the Planning Commission and City Council in conjunction with its consideration of the proposed Cancer Center development. If approved, the Cancer Center applicant will be required to comply with all imposed Conditions of Approval.

Where applicable, Conditions of Approval and other applicable regulations, codes, and requirements to which the Cancer Center applicant is required to comply and that result in the reduction or avoidance of an environmental impact are specified in each subsection of Chapter 4, Environmental Analysis, of this EIR. In addition, the Cancer Center development is required by state law to comply with the California Building Standards Code, including the OSHPD 3 provisions provided by the Department of Health Care Access and Information, and its CALGreen component (Title 24), which includes mandatory building standards aimed at reducing energy use.

### Janss Road

Like the Cancer Center application, the proposed modification in land use designation and rezone of the Janss Road site has been reviewed in detail by City staff and the departments and divisions listed above. These departments and divisions were also responsible for reviewing this EIR for technical accuracy and compliance with CEQA.

No specific residential development project or plans have been proposed for the Janss Road site. However, it is reasonably foreseeable that approval of the residential General Plan Amendment and Zone Change at the Janss Road site would result in future development of residences at the maximum allowable intensity of 9 units. However, with no specific development plan at this time, it would be speculative to make assumptions about the building footprints, layout, and design that could occur under future development plans at the Janss Road site. Once a residential development application is submitted for the site, City departments and divisions would be responsible for reviewing the land use application for compliance with City codes and regulations and would also be responsible for reviewing any additional discretionary approvals and related CEQA documentation for technical accuracy and compliance with CEQA.

Once a residential development application is submitted for the site, review of the residential development and associated plans by the City departments and divisions listed above would likely result in draft Conditions of Approval to be considered by the Thousand Oaks Planning Commission in conjunction with its consideration of the future development. If approved, the future development would be required to comply with any Conditions of Approval imposed by the City decision maker as part of that future discretionary review process.

Other applicable and foreseeable regulations, codes, and requirements to which a future residential development at the site would be required to comply with and that would result in the reduction or avoidance of an environmental impact, are specified in each subsection of Chapter 4, Environmental Analysis, of this EIR. In addition, the future development of the site would be required by State law to comply with the California Building Standards Code and its CALGreen component (Title 24), which includes mandatory building standards aimed at reducing energy use.

## 3.6 Requested Actions and Approvals

The City is the Lead Agency for the Project and has discretionary authority over the Project proposal, pursuant to CEQA Guidelines Section 15050. The following discretionary and ministerial actions under the jurisdiction of either the City or a responsible or trustee agency would be required. This EIR covers all federal, state, and local government and quasi-government approvals that may be needed to implement both Project components, whether or not they are explicitly listed herein or elsewhere in this EIR (14 CCR 15124[d]).

### Cancer Center

#### Discretionary Approvals

- **General Plan Amendment (2022-70587-LU):** to change the Land Use Element category designations from Neighborhood Very Low Density to Commercial Neighborhood for a 4.92-acre site located at 400 East Rolling Oaks Drive.
- **Zone Change (2022-70733-Z):** to change the zoning designation of 400 East Rolling Oaks Drive from R-E-1AC (Rural Exclusive, maximum one dwelling unit to the acre) to C-O (Commercial Office).
- **Development Permit (2022-70732-DP):** to allow the construction and use of the facility, including a waiver to construct a 42-foot-tall building (at maximum height).
- **Parcel Map Waiver (2022-70736-PMW):** to merge APNs 681-0-180-275 and 681-0-180-265 into one lot.
- **Protected Tree Permit (2022-70735-PTP):** for encroachment and removal of protected trees (approx. 14 protected trees would be removed and replaced 3:1).
- **Landscape Plan Check (LPC-2023-70008):** for landscape conformance review.
- **Certification of EIR (2022-70775-EIR):** The City Council will certify or reject this EIR, along with appropriate CEQA Findings, any Statement of Overriding Considerations, and the mitigation monitoring and reporting program.

#### Ministerial Approvals

- Construction Permits, including building, grading, foundation, and associated permits as may be required by the OSHPD; and
- Encroachment and Haul Route Permit, as may be required by the City

### Other Agencies Whose Approval May be Required

- Regional Water Quality Control Board. The Regional Water Quality Control Board may require a Stormwater NPDES for construction and operation; and
- Ventura County Air Pollution Control District. The Ventura County Air Pollution Control District would require an AB3205 form to be submitted for approval prior to issuance of a demolition permit.

### Janss Road

The following discretionary actions under the jurisdiction of the City would be required. This EIR covers all federal, state, and local government and quasi-government approvals that may be needed to implement the Project, whether or not they are explicitly listed herein or elsewhere in this EIR (14 CCR 15124[d]).

#### Discretionary Approvals

- **General Plan Amendment (2022-70587-LU):** Project implementation would require approval of the General Plan Amendment to modify the Project Site's General Plan land use designation and from Institutional to Neighborhood Low 1 for a 2.15-acre site located at 355 West Janss Road.
- **Zone Change (2022-70733-Z):** Project implementation would require approval of a zone change to change the Janss Road site's zoning from Public, Quasi-public and Institutional Lands and Facilities (PL) to Residential Planned Development, maximum 4.5 dwelling units per acre (RPD-4.5U).
- **Certification of EIR (2022-70775-EIR):** The City Council will certify or reject this EIR, along with appropriate CEQA Findings, any Statement of Overriding Considerations, and the mitigation monitoring and reporting program.

No specific development or site plan is proposed at this time for the Janss Road site. Once a residential development application is submitted, future development of the site would require approval of a discretionary Residential Development Permit to allow for development of residential units. As a discretionary entitlement, the Residential Development Permit would require additional CEQA compliance as part of the approval process for any future residential development proposed at the Janss Road site. This EIR therefore discloses and analyzes only the reasonably foreseeable environmental effects of the requested General Plan Amendment and Zone Change at the Janss Road site at this time. Additional approvals would be required to ultimately authorize a specific residential development at the Janss Road site along with subsequent more detailed CEQA review. However, reasonably foreseeable impacts associated with future residential development at the Janss Road site are assessed within this EIR and mitigation measures are included, where applicable.

The City would use this EIR and associated documentation in its decision to approve or deny the required discretionary permits. Other responsible and/or trustee agencies can use this EIR and supporting documentation in their decision-making process to issue additional approvals. These additional approvals may include approvals such as a site-specific Stormwater Pollution Prevention Plan.

## 3.7 References

City of Thousand Oaks. 2022. City of Thousand Oaks Zoning Boundaries. Updated November 8, 2022. Accessed May 23, 2023. <https://city-of-thousand-oaks-arcgis-hub-toaks.hub.arcgis.com/documents/3b3c24307c424ac09240ad0556b0b4d0/explore>.

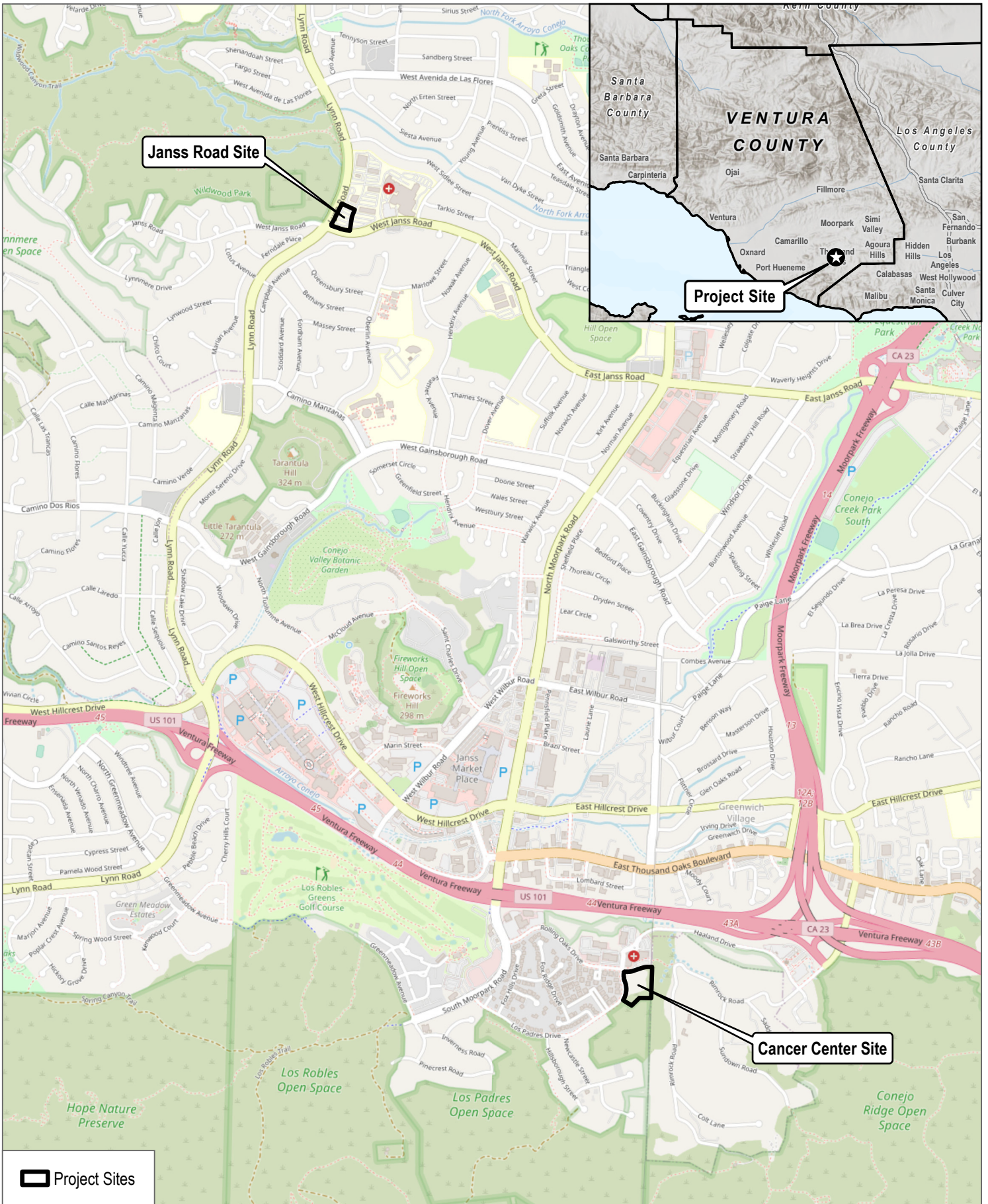
City of Thousand Oaks. 2023a. "History." Accessed August 8, 2023. <https://www.toaks.org/departments/city-manager-s-office/public-information-office/history>.

City of Thousand Oaks. 2023b. *Thousand Oaks General Plan*. Adopted December 5, 2023. Accessed December 14, 2023. <https://toaksorg.sharepoint.com/sites/GeneralPlan/Shared%20Documents/Forms/AllItems.aspx?id=%2Fsites%2FGeneralPlan%2FShared%20Documents%2FDraft%20General%20Plan%20Public%20Links%2FApproval%20Documents%2FAttachment%202%20Exhibit%20D%20Draft%20General%20Plan%202045%20Addenda%20and%20Errata%20Memo%2Epdf&parent=%2Fsites%2FGeneralPlan%2FShared%20Documents%2FDraft%20General%20Plan%20Public%20Links%2FApproval%20Documents&p=true&ga=1>.

DOF (California Department of Finance). 2023. "E-1 Population and Housing Estimates for Cities, Counties, and the State – January 1, 2022 and 2023." Accessed October 10, 2023. <https://dof.ca.gov/forecasting/demographics/estimates-e1/>.

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SOURCE: Open Street Map 2023

**FIGURE 3-1**  
Project Location

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SOURCE: Sanborn Imagery (August 2022)



FIGURE 3-2a

Aerial View of Cancer Center Site

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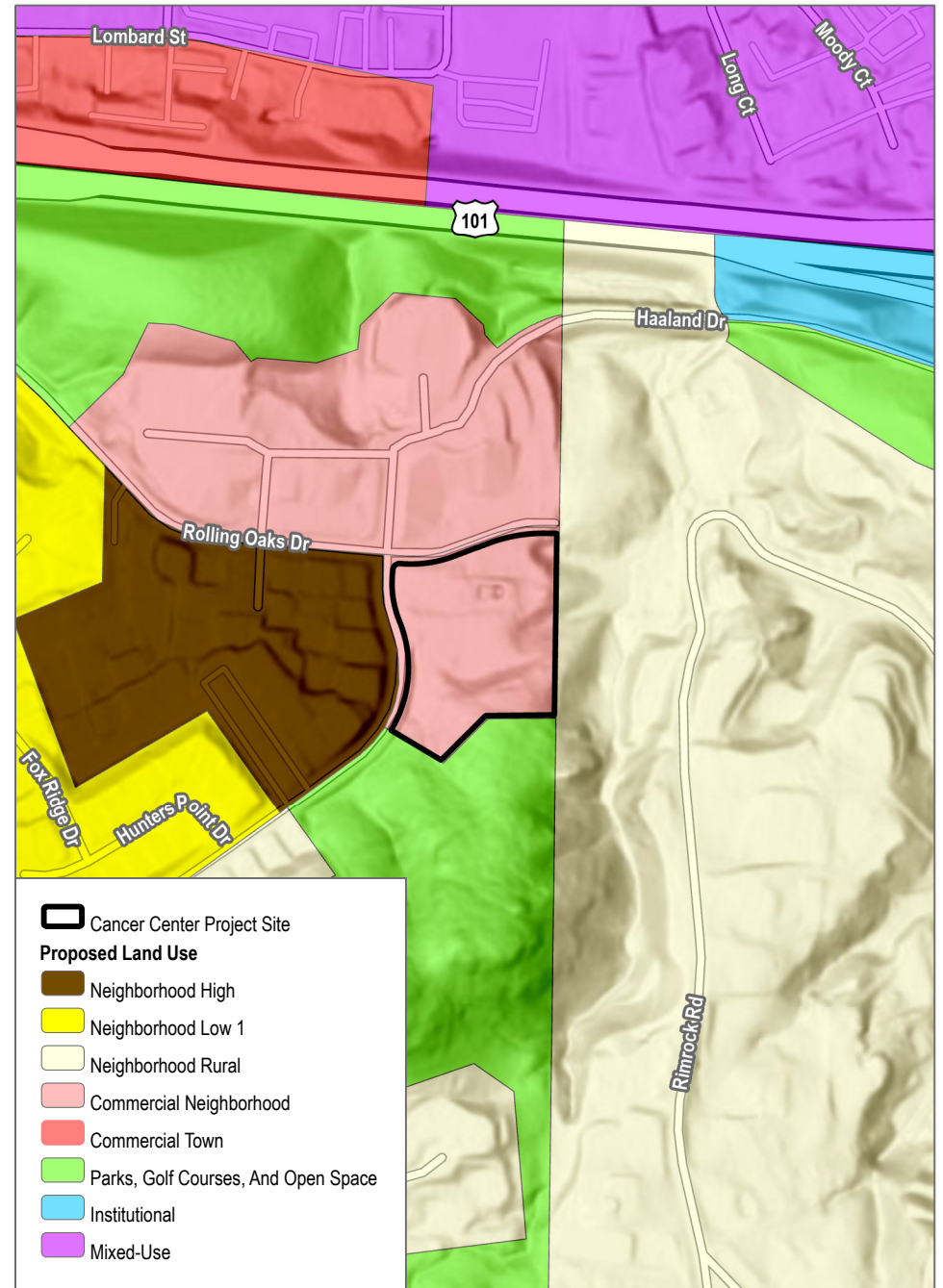
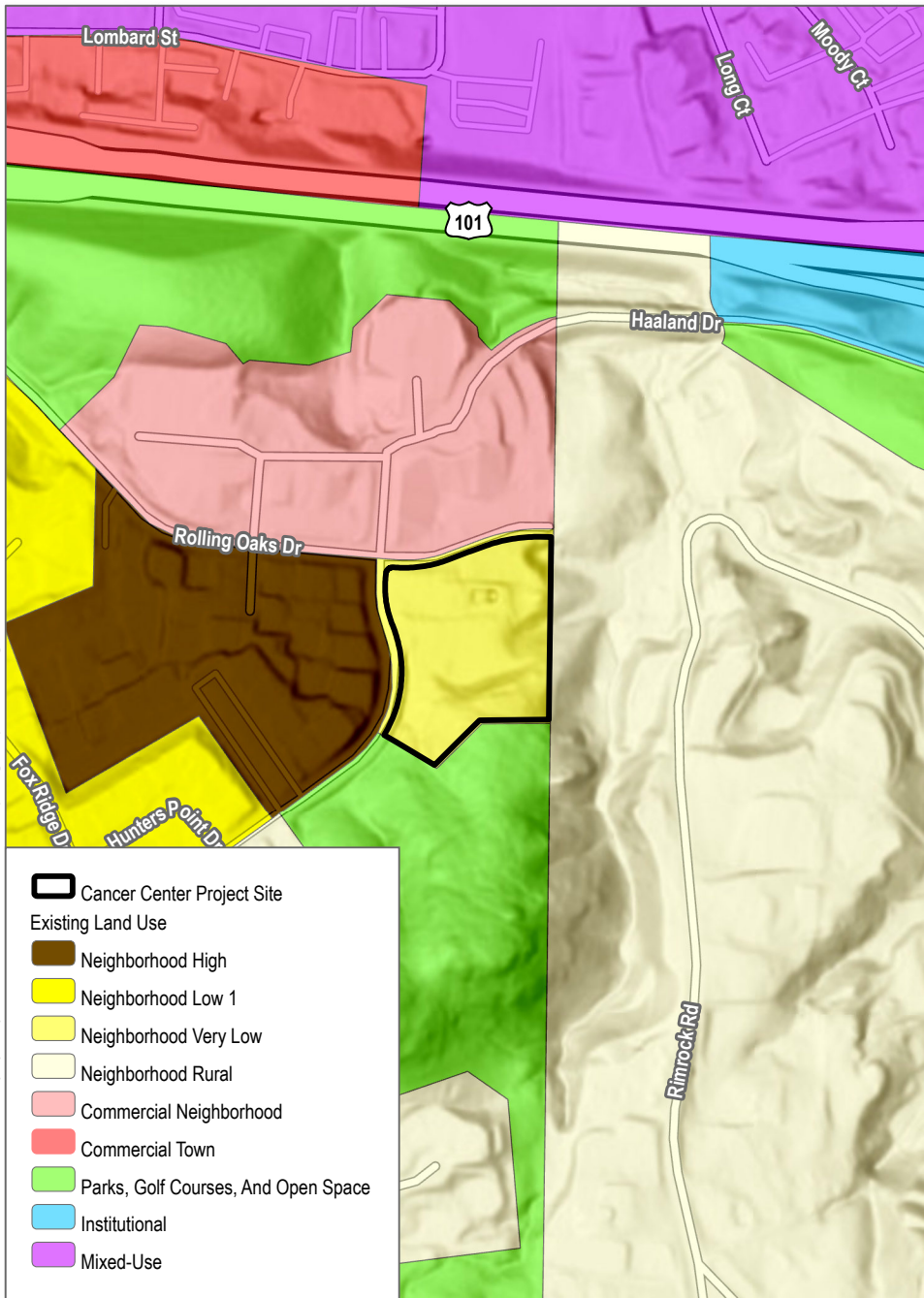
SOURCE: Sanborn Imagery (August 2022)



FIGURE 3-2b

Aerial View of Janss Road Site

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SOURCE: Bing Maps 2023; City of Thousand Oaks

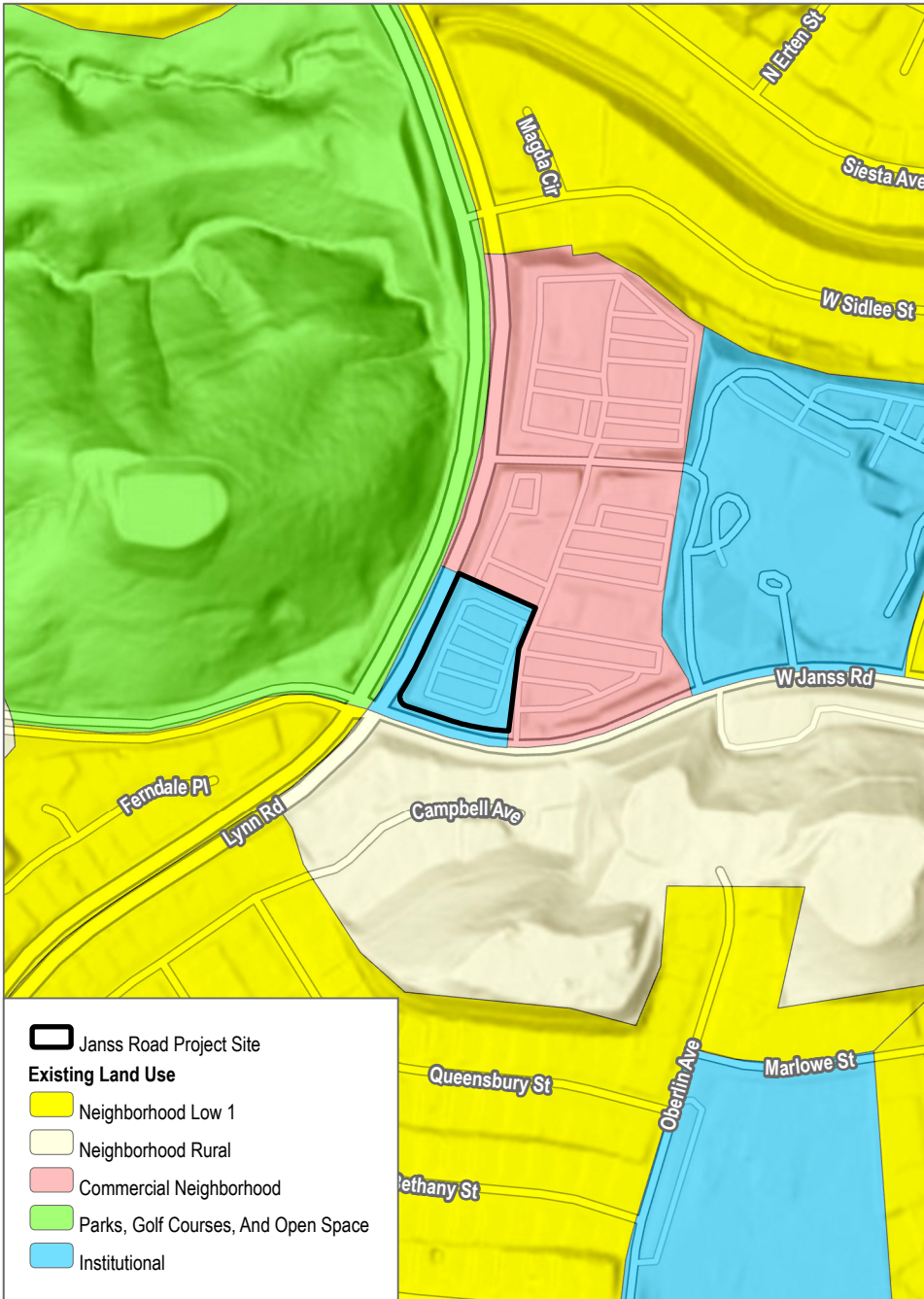
**FIGURE 3-3a**

**Existing and Proposed Land Use Designations - Cancer Center Site**

EIR for Los Robles Comprehensive Cancer Center - 355 W Janss Road Land Use Change Project

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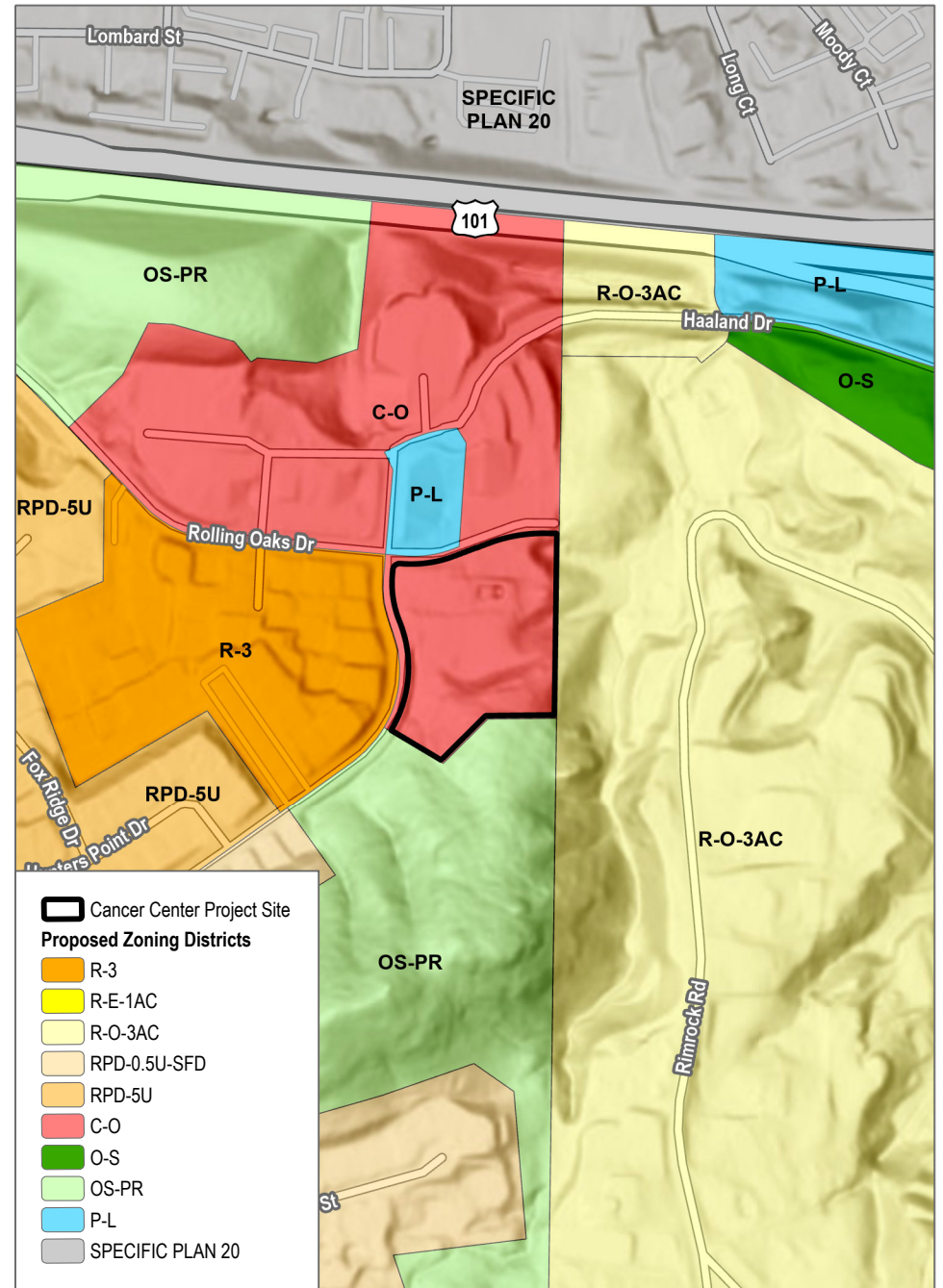
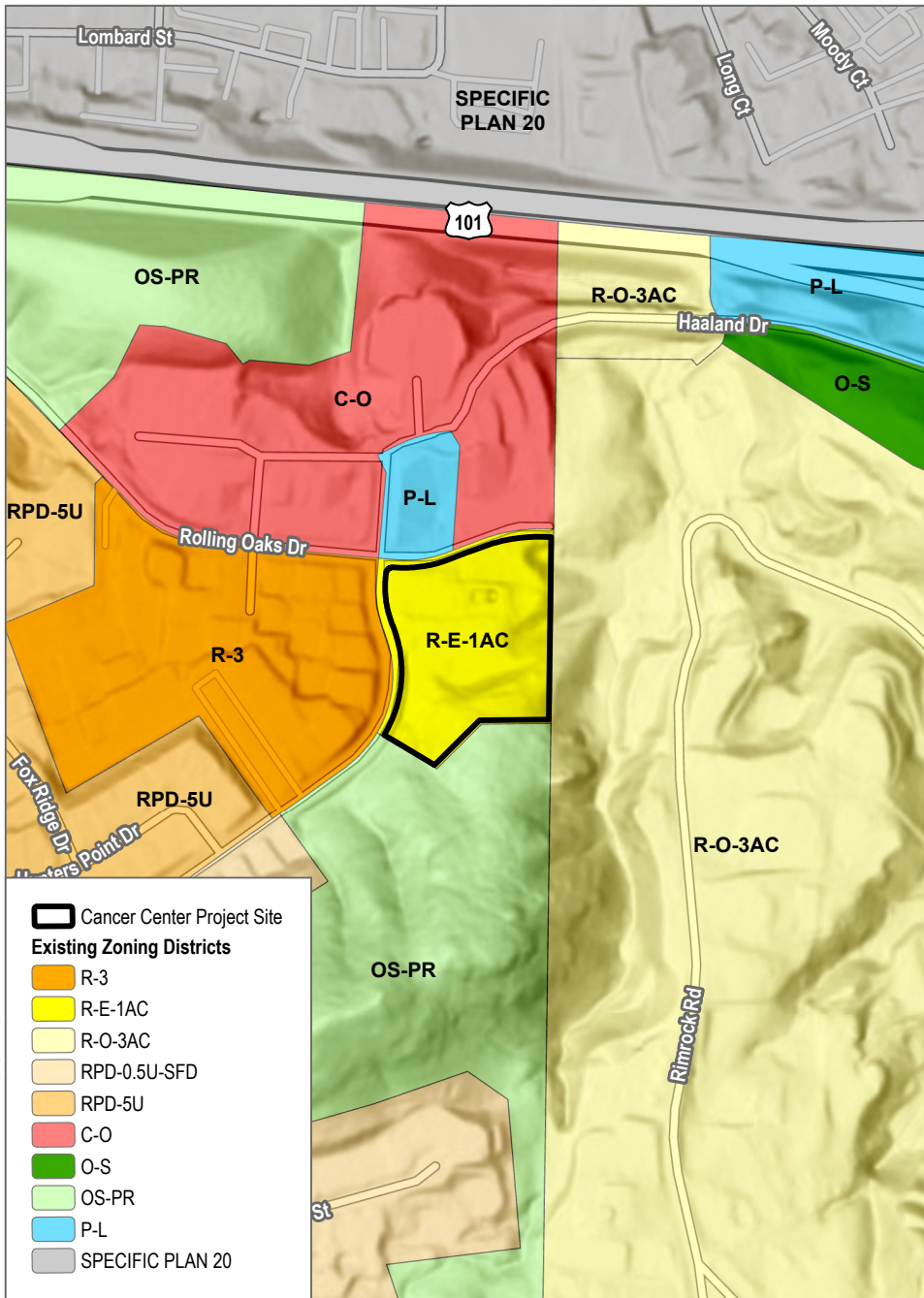
SOURCE: Bing Maps 2023; City of Thousand Oaks

**FIGURE 3-3b**

**Existing and Proposed Land Use Designations - Janss Road Site**

EIR for Los Robles Comprehensive Cancer Center - 355 W Janss Road Land Use Change Project

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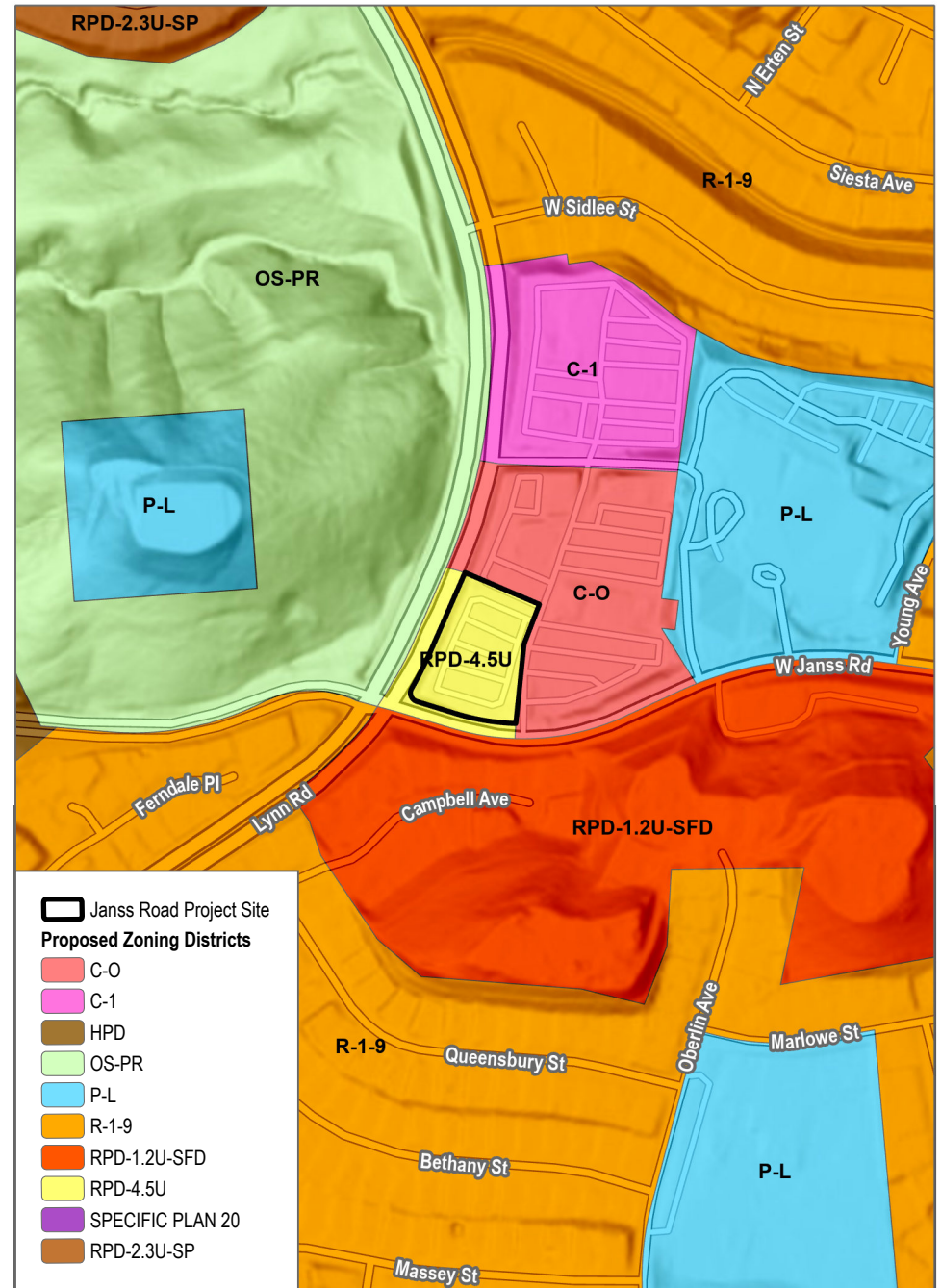
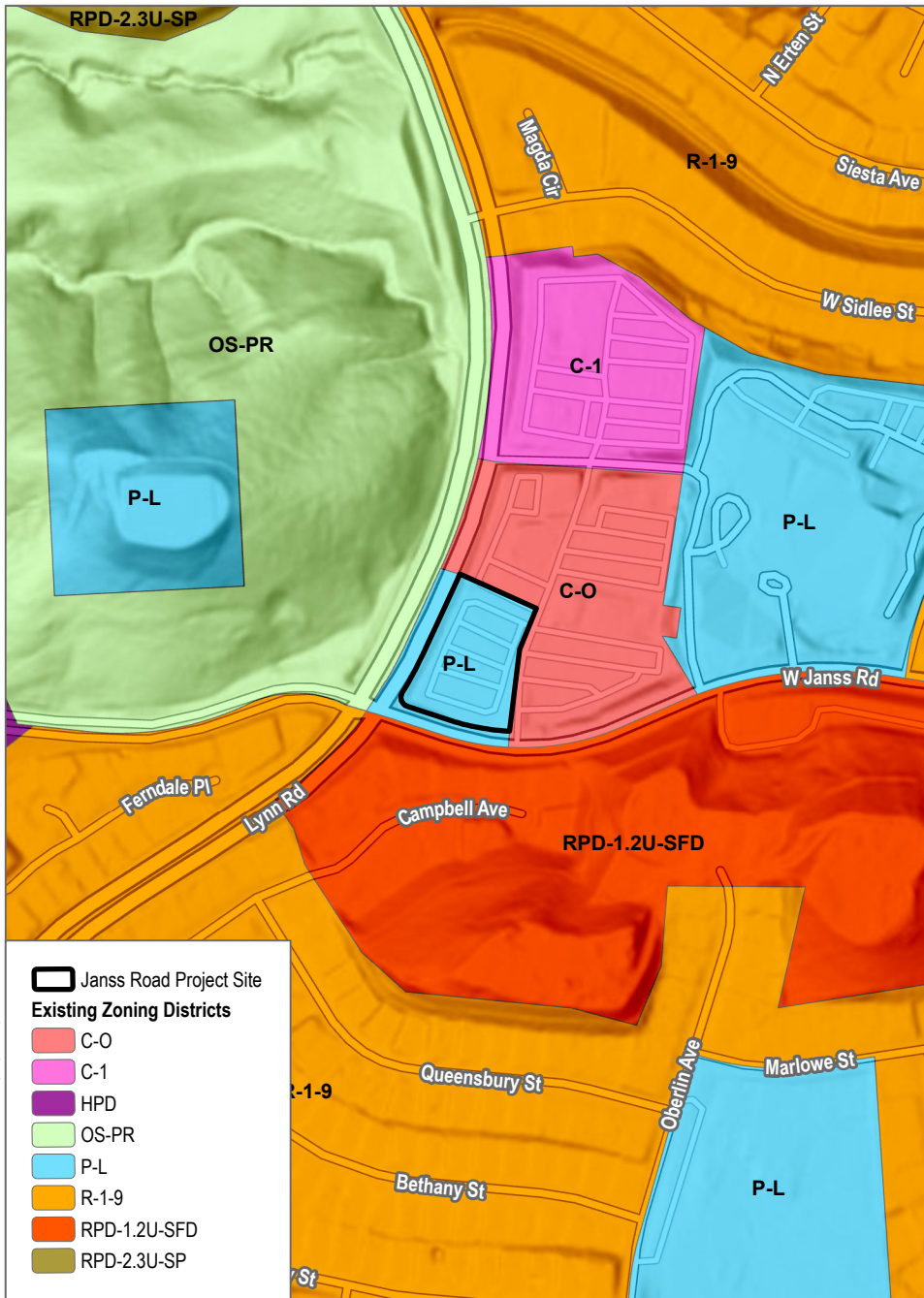


SOURCE: Bing Maps 2023; City of Thousand Oaks

**FIGURE 3-4a**

**Existing and Proposed Zoning - Cancer Center Site**

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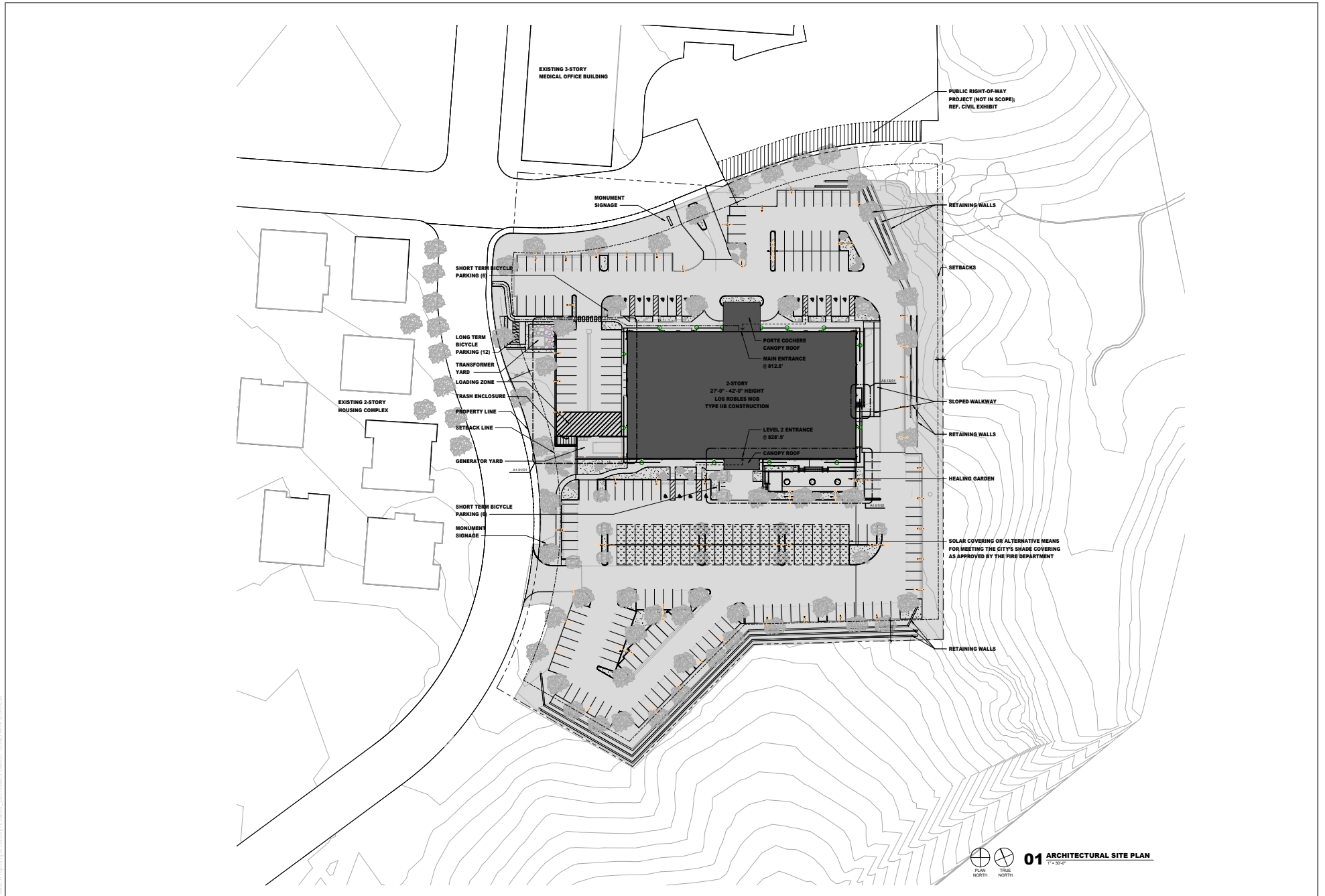


SOURCE: Bing Maps 2023; City of Thousand Oaks

**FIGURE 3-4b**

**Existing and Proposed Zoning Districts - Janss Road Site**

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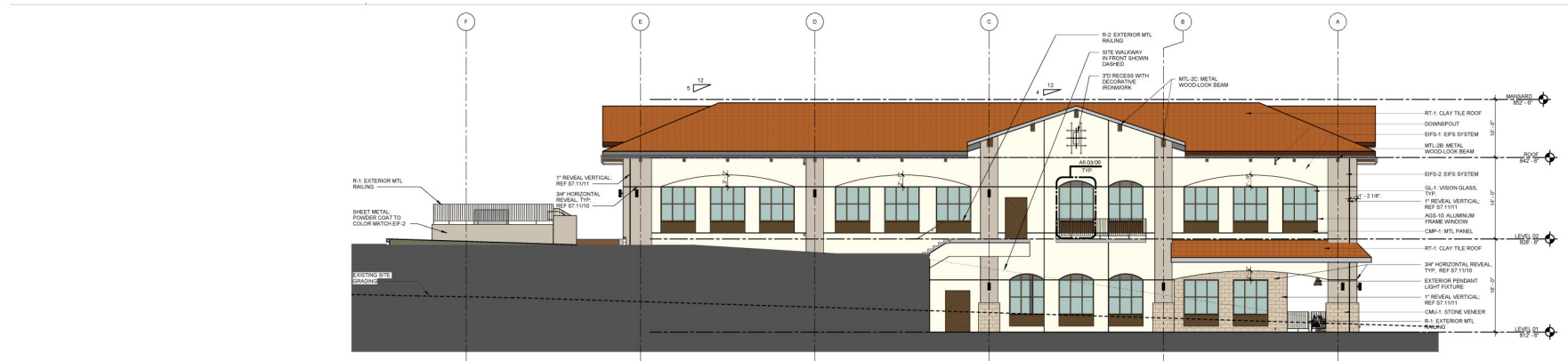


SOURCE: HKS Architects, INC., October 2023

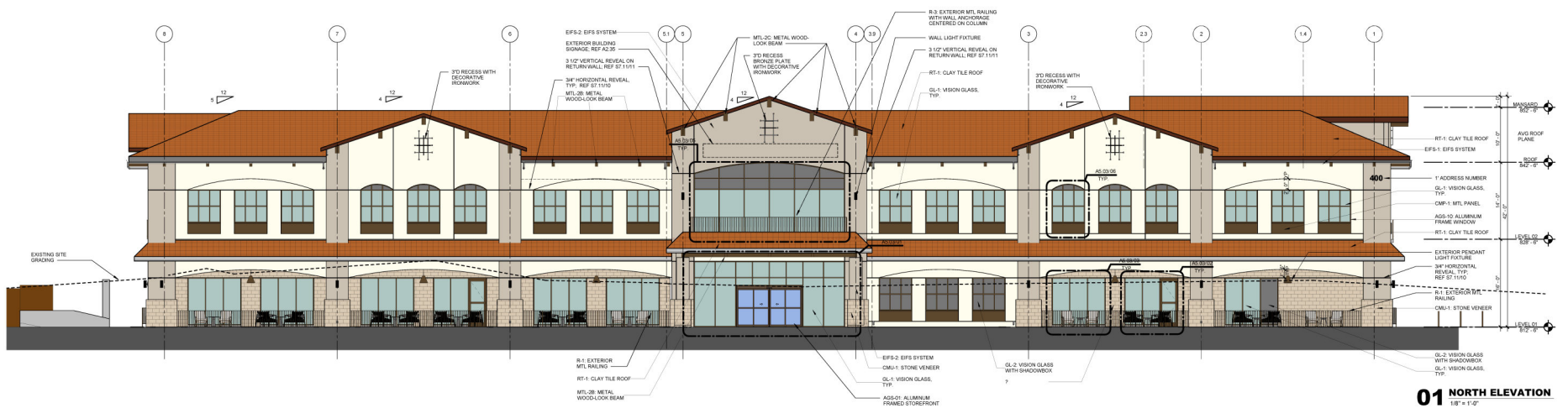
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File Path: \\project1\17000001\1700001 - Los Robles - Cancer Center\WAD\F002.EIR



**02 EAST ELEVATION**  
1/8" = 1'-0"



**01 NORTH ELEVATION**  
1/8" = 1'-0"

SOURCE: HKS Architects, INC., October 2023

**DUDEK**

**FIGURE 3-6a**  
East and North Exterior Building Elevations-Cancer Center Site  
EIR for Los Robles Comprehensive Cancer Center - 355 W Janss Road Land Use Change Project

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SOURCE: HKS Architects, INC., October 2023

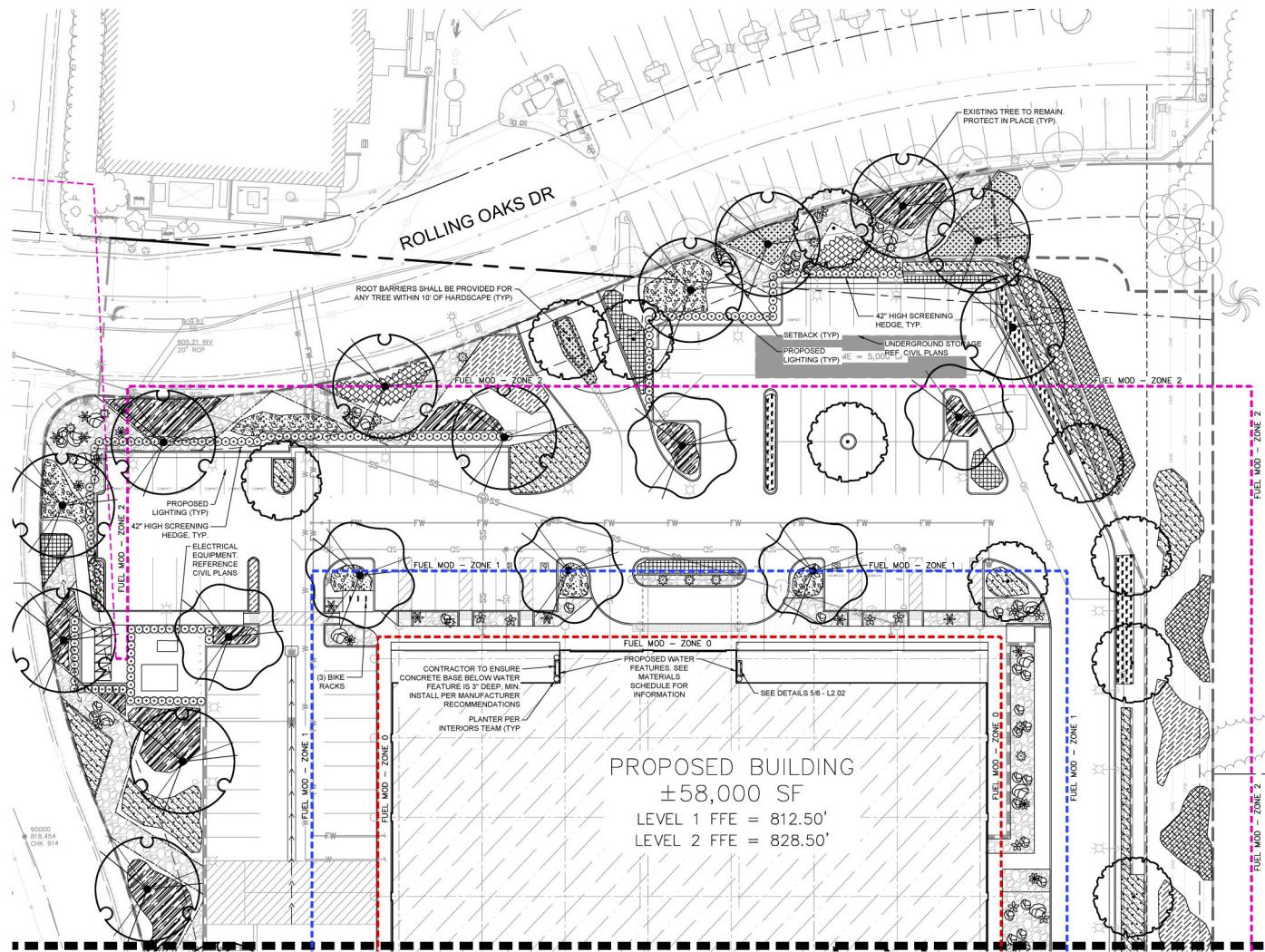
**DUDEK**

**FIGURE 3-6b**  
South and West Exterior Building Elevations, Cancer Center Site  
EIR for Los Robles Comprehensive Cancer Center - 355 W Janss Road Land Use Change Project

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**PLANT SCHEDULE**

TREES	QTY	BOTANICAL / COMMON NAME
	10	ARBUTUS X 'MARINA' / MARINA STRAWBERRY TREE STANDARD
	17	EXISTING TREE / TO REMAIN
	91	EXISTING TREE TO BE REMOVED
	18	QUERCUS AGRIFOLIA / COAST LIVE OAK
	29	QUERCUS LOBATA / VALLEY OAK
	3	TRISTANIA CONFERTA / BRISBANE BOX
SHRUBS	CODE	QTY BOTANICAL / COMMON NAME
	21	AGAVE ANGUSTIFOLIA 'MARGINATA' / VARIEGATED CARIBBEAN CENTURY PL
	21	AGAVE OVATIFOLIA 'FROSTY BLUE' / FROSTY BLUE WHALE'S TONGUE AGAVE
	20	ALOE FEROX / BITTER TREE ALOE
	214	RHAPHIOLEPIS INDICA 'CLARA' / INDIAN HAWTHORN
	18	FURCRAEA FOETIDA 'MEDIOPICTA' / MAURITIUS HEMP
INERT MATERIAL	QTY	BOTANICAL / COMMON NAME
	76	BOULDER / LANDSCAPE BOULDER MEXICAN ONYX BOULDER FROM SOUTHWEST BOULDER & STONE, C
SHRUB AREAS	QTY	BOTANICAL / COMMON NAME
	289	ALOE CILIARIS 'FIREWALL' / FIREWALL CLIMBING ALOE
GROUND COVERS	QTY	BOTANICAL / COMMON NAME
	712	APTEA CORDIFOLIA 'RED APPLE' / RED APPLE BABY SUNROSE
	1.110	DIANELLA REVOLUTA 'DR5000' / LITTLE REV™ FLAX LILY
	1.028	FRAGARIA CHILOENSIS / BEACH STRAWBERRY
	52	FRAGARIA X 'LIPSTICK' / LIPSTICK STRAWBERRY 6" HEIGHT AT MATURITY
	350	HELIANTHEMUM NUMMULARIUM / SUNROSE
	763	RIBES VIBURNIFOLIUM / CATALINA PERFUME
	560	MAHONIA REPENS / CREEPING MAHONIA
	178	MYOPORIUM PARVIFOLIUM 'PINK' / PINK TRAILING MYOPORIUM
	1.365	SENECIO TALINOIDES 'JOLLY GRAY' / HYBRID KLEINIA
INERT MATERIAL	QTY	BOTANICAL / COMMON NAME
	13 SF	ROCK COBBLE / 1"-4" DECORATIVE ROCK 2" DEPTH
	10.529 SF	4"-8" DECORATIVE COBBLE - RIVER ROCK

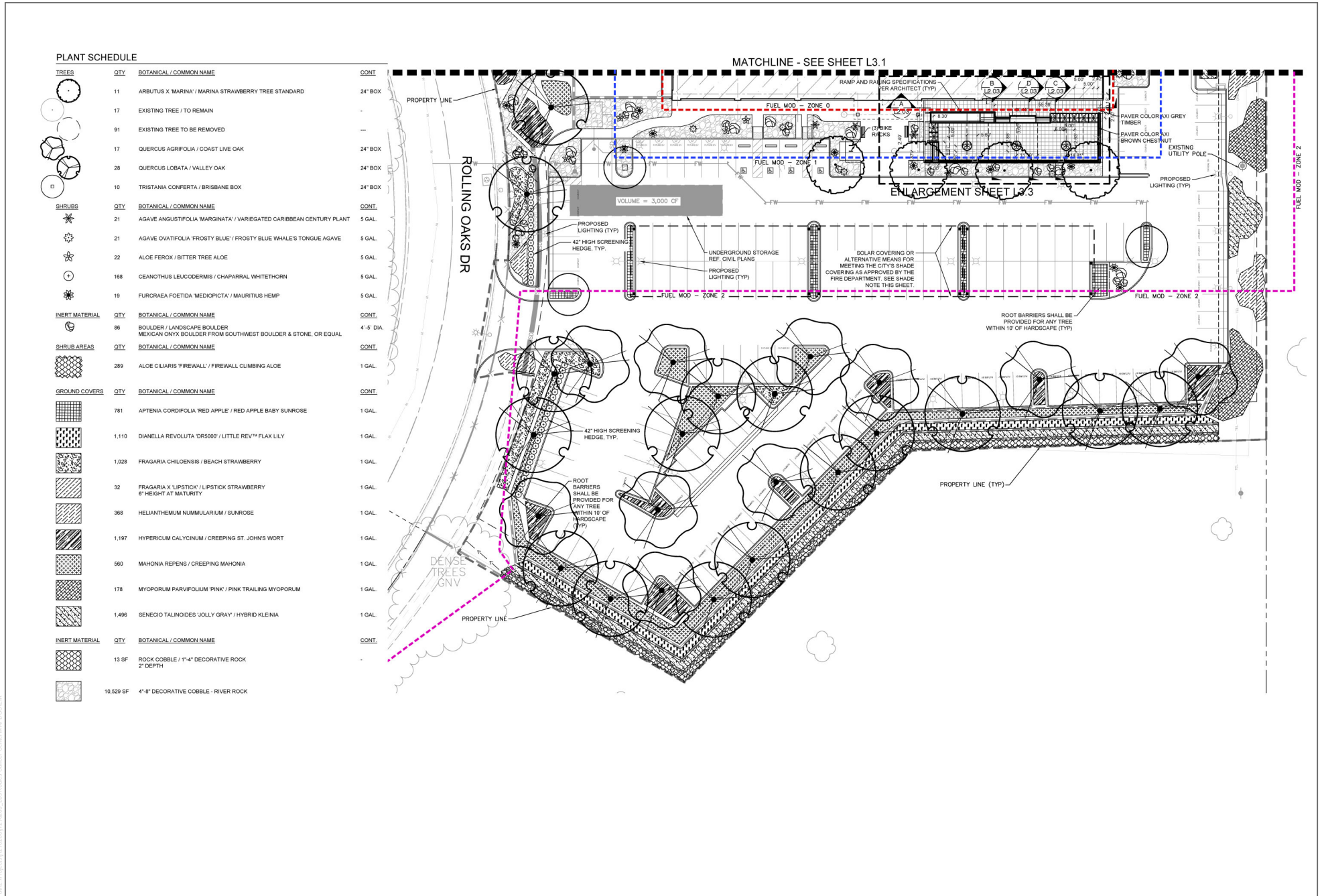


SOURCE: HKS Architects, INC., October 2023



**FIGURE 3-7a**  
 Landscape Plan-Northern Portion of Cancer Center Site  
 EIR for Los Robles Comprehensive Cancer Center - 355 W Janss Road Land Use Change Project

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SOURCE: HKS Architects, INC., October 2023



**FIGURE 3-7b**  
 Landscape Plan-Southern Portion of Cancer Center Site  
 EIR for Los Robles Comprehensive Cancer Center - 355 W Janss Road Land Use Change Project

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# 4 Environmental Analysis

The purpose of this environmental impact report (EIR) is to evaluate the potential environmental effects of the Los Robles Comprehensive Cancer Center (Cancer Center site) and the 355 West Janss Road General Plan Amendment and Zone Change (Janss Road site) Project (collectively the “Project”). The City of Thousand Oaks (City) circulated a Notice of Preparation (NOP) beginning on April 11, 2023, with the public review period ending on May 11, 2023. The NOP was transmitted to the State Clearinghouse, responsible agencies, other affected agencies, and other public and private potential stakeholders to solicit feedback regarding the scope of the environmental analysis to be addressed in the Project’s EIR. The NOP and comment letters received are contained in Appendix A of this EIR.

Sections 4.1 through 4.13 of this EIR contain the potential environmental impacts analysis associated with implementation of the Project, and focus on the following issues:

- Section 4.1 – Aesthetics
- Section 4.2 – Air Quality
- Section 4.3 – Biological Resources
- Section 4.4 – Cultural, Tribal Cultural, and Paleontological Resources
- Section 4.5 – Energy
- Section 4.6 – Greenhouse Gas Emissions
- Section 4.7 – Hazards and Hazardous Materials
- Section 4.8 – Land Use and Planning
- Section 4.9 – Noise
- Section 4.10 – Public Services and Recreation
- Section 4.11 – Transportation
- Section 4.12 – Utilities and Service Systems
- Section 4.13 – Wildfire

## Technical Studies

Technical studies were prepared and used in the preparation of this EIR to analyze air quality and greenhouse gas emissions, biological resources, cultural resources, hazards and hazardous materials, geotechnical, hydrology and water quality, noise and vibration, transportation and vehicles miles traveled, and wildfire impacts. These documents are identified in the discussions for the individual environmental issues and are included as technical appendices to this EIR.

## Analysis Format

Chapter 4 of this EIR assesses how the Project would impact each of the above-listed resource areas for both Project components. Each environmental issue addressed in this EIR is presented in terms of the following subsections:

- **Existing Conditions:** Provides information describing the existing setting on and/or surrounding the Project sites that may be subject to change as a result of implementation of the Project. This setting discussion describes the conditions that existed when the NOP was sent to responsible agencies and the State Clearinghouse.
- **Relevant Regulations, Plans, Policies, and Ordinances:** Provides a discussion of federal, state, regional, and local regulations, plans, policies, and ordinances applicable to the Project.
- **Thresholds of Significance:** Provides criteria for determining the significance of Project impacts for each environmental issue.
- **Impact Analysis:** Provides a discussion of the characteristics of the Project that may have an impact on the environment, analyzes the nature and extent to which the Project is expected to change the existing environment, and indicates whether the Project's impacts would meet or exceed the levels of significance thresholds.
- **Mitigation Measures and Level of Significance After Mitigation:** Identifies mitigation measures to reduce significant adverse impacts to the extent feasible and provides a discussion of significant adverse environmental impacts that cannot be feasibly mitigated or avoided, significant adverse environmental impacts that can be feasibly mitigated or avoided, adverse environmental impacts that are not significant, and beneficial impacts.
- **References Cited:** Lists the sources cited during preparation of the EIR.

## 4.1 Aesthetics

This section describes the existing visual conditions of and views to the Los Robles Comprehensive Cancer Center (Cancer Center) and the 355 West Janss Road General Plan Amendment and Zone Change (Janss Road) Project (collectively the “Project”) sites and vicinities, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the Project.

### 4.1.1 Existing Conditions

#### Regional Setting

The Project is within the City of Thousand Oaks (City) in southern Ventura County. The City is located approximately 39 miles west of downtown Los Angeles and about 12 miles inland from the Pacific Ocean within the Conejo Valley, a mountain-rimmed plateau ranging from 600 to 900 feet above sea level. The Conejo Valley is approximately 9 miles long and 7 miles wide and is bordered by Mountclef Ridge and the Simi Hills to the north and east, the Santa Monica Mountains to the south, and Conejo Mountain to the west. The developed portions of the City are located primarily on the Conejo Valley floor and on slopes of less than 25 percent gradient.

#### Cancer Center Site

#### Project Setting

The 4.92-acre Cancer Center site is located within the southern portion of the City, at the base of the Santa Monica Mountains. The Cancer Center site consists of a previously developed lot containing an asphalt paved parking lot with curbs, low retaining walls, stairs with tubular metal railing and fencing; remnants of demolished daycare and recreational facilities, an ephemeral drainage and an associated small patch of riparian area consisting of coast live oak/willow woodland vegetation in the northeastern portion of the Site, ornamental trees, and native vegetation. The northwest portion of the Cancer Center site has vestiges of the previous development including the aforementioned parking lot, multiple concrete slabs and pathways, some utilities including light poles, and compacted soils. Ornamental trees and shrubs including mature eucalyptus and pear trees line the northern Cancer Center site boundary and wrap around the western edge that parallels Los Padres Drive. Ruderal/barren areas are present in the center of the site where they meet foothills covered with coastal sage scrub vegetation. Coastal sage scrub continues south and east, connecting with the Los Padres Open Space south of the Cancer Center site.

**North:** The immediate northern boundary of the Cancer Center site is bordered by Rolling Oaks Drive and an existing 3-story medical complex (Thousand Oaks Surgical Hospital) with an associated parking lot is across Rolling Oaks Drive. The 3-story structure features off-white, stucco clad exteriors on the upper floors and a mostly red tiled roof. Approximately 860 feet north of the Cancer Center site is U.S. Highway 101 (Highway 101 or U.S. 101). Commercial uses are located beyond Highway 101 north of the Cancer Center site.

**South:** The Los Padres Open Space borders the southern boundary of the Cancer Center site. The area is characterized by hilly terrain covered with coastal sage scrub vegetation and areas of exposed boulders. An existing electric transmission line crosses the open space area in a general north-south alignment. Single family residences are located further to the south; these homes are located off Newcastle Street and Scarborough Street. and border the open space.

**East:** The Rolling Oaks community borders the site's eastern boundary. This community consists of large lot residences that are scattered throughout the hillside.

**West:** Los Padres Drive borders the western boundary of the Cancer Center site. An apartment complex is located across Los Padres Drive. The complex contains several two-story buildings with associated trees and landscaping.

## Scenic Vistas

A scenic vista is typically described as a panoramic view or vista from an identified point, public road, public trail, public recreational area, or scenic highway. Potential scenic views from private properties are not under consideration in this analysis, as there are no local, county, nor statewide regulations which protect private scenic views (private views are also not expressly protected by the California Environmental Quality Act [CEQA]). Nonetheless, some viewpoints along public roads included in this analysis may be representative of private views of the proposed project.

## Scenic Routes

Highway 101 is located approximately 860 feet north of the Cancer Center site. According to the California Department of Transportation Scenic Highway Mapping System, Highway 101 is an eligible state scenic route but has not been designated as an official state scenic highway. The closest officially designated state scenic highway, State Route 27, is located approximately 17 miles southeast of the Cancer Center site. The County of Los Angeles has designated a Scenic County Route along segments of Mullholand Highway. The closest portion of the scenic designated route is located approximately 5.75 miles from the Cancer Center site (Caltrans 2018).

## Viewshed and Visibility

Representative photos of the Cancer Center site and surrounding area were taken from various public viewpoints on June 2, 2023, to portray the existing visual environment. Overcast conditions were present in the morning, which cleared to partly cloudy and clear in the afternoon. Figure 4.1-1 provides a map depicting the location and orientation of photographs. Photographs from key observation points (KOPs) and associated viewpoints are provided in Figures 4.1-2 through 4.1-7 and are described below.

The Cancer Center site is located at the base of a hill within the Los Padres Open Space area and is surrounded by existing multi-story medical complex and residential development to the north and west. As indicated in Figures 4.1-1 through 4.1-6, views of the Cancer Center site are available from adjacent roadways, residences and commercial areas surrounding the site. Views of the Cancer Center site from Los Padres Drive and Rolling Oaks Drive (see Viewpoint 1 through 4 as indicated in Figures 4.1-2 and 4.1-3) are partially screened by on-site trees located along the site's northern and western boundaries. The southern boundary of the Cancer Center site abuts a large hill, which partially obstructs views of the Cancer Center site from Rimrock Road, and the Los Padres Open Space located south of the Cancer Center site (see Viewpoint 4 on Figure 4.1-3). Views to the Cancer Center site from the Los Padres Open Space are evaluated in Section 4.1.4, Impact Analysis, below.

Viewpoint 1 (Figure 4.1-2) provides a southeast oriented view toward the northern boundary of the site from the intersection of Rolling Oaks Drive and Los Padres Drive. The viewpoint is approximately 75 feet northwest of the site. Views consist of the eastbound and westbound travel lanes of Rolling Oaks Drive, sidewalks on both sides of Rolling Oaks Drive, roadside signage and light posts, ornamental landscaping, a concrete half wall that borders the Thousand Oaks Surgical Hospital, a parking lot, and a two-story portion of the three-story structure with off-white/cream stucco and red tile roofs on the existing Thousand Oaks Surgical Hospital property north of Rolling

Oaks Drive. From Viewpoint 1, distant views of ridges and hilly terrain within Conejo Open Space and single-family homes along Rimrock Road are interrupted by large trees and vegetation. As captured in Viewpoint 1, the northern boundary of the Cancer Center site is densely planted with trees and other vegetation.

Viewpoint 2 (Figure 4.1-2) provides a northeast-oriented view toward the site from Los Padres Drive. The viewpoint is approximately 25 feet west of the site. Views consist of Los Padres Drive, a sidewalk along Los Padres Drive, roadside light posts, and the driveway, parking, landscaping, and buildings associated with the Thousand Oaks Surgical Hospital. Two two-story portion of the three-story structure with off-white/cream stucco and red tile roofs are visible within the Thousand Oaks Surgical Hospital property. A chain link fence borders the Cancer Center site, and elements visible within the Cancer Center site include a large concrete slab, unkempt dry grasses, and mature trees. Views of the site are interrupted by on-site trees and vegetation.

Viewpoint 3 (Figure 4.1-3) provides an east-oriented view toward the site from Los Padres Drive. The viewpoint is approximately 25 feet west of the project site. Views consist of Los Padres Drive, a sidewalk along Los Padres Drive, roadside light posts, and a chain link fence that surrounds the project site. Views to the interior of the site are partially screened by trees and vegetation on site, however, a black wrought iron fence, a concrete slab, a tall black overhead light post, mature trees, and dry grasses are visible on the site from Viewpoint 3. Existing utility lines cross the skyline, and distant views of ridges and hilly terrain within Conejo Open Space are available but interrupted by trees and vegetation.

Viewpoint 4 (Figure 4.1-3) provides a northwest-oriented view toward the site from Rimrock Road. The viewpoint is approximately 400 feet southwest of the project site. Foreground views consist of Rimrock Road, a soft roadside shoulder consisting of sandy soils and rocks/gravel, a fire hydrant, densely planted trees and landscaping within private property, and the roofline of a private residence. Views of the site are interrupted by densely planted landscaping and mature trees. Terrain consisting of a gently sloping knoll located adjacent to the northern portion of the site and covered in dry grasses is visible. Distant views consist of the Thousand Oaks Surgical Hospital buildings and distant urban trees and structures.

### Light and Glare

There are no existing operable light or glare sources on site as the Cancer Center site is vacant and has been out of use for quite some time. While there is a single remaining light pole in the northwestern portion of the Cancer Center site, the light is inoperable. However, development in the surrounding area to the north, east, and west include light sources typical of urban and residential areas. As such, ambient lighting from surrounding uses operate and occur in the vicinity of the Cancer Center site. Similar to other developed areas, stationary sources of light and glare in the surrounding area include illuminated signage, glass in building façades, exterior and pole-mounted lighting in commercial and residential areas, streetlights, and parking lot lighting.

### Janss Road Site

#### Project Setting

The Janss Road site is located within the central portion of the City and adjacent to Arroyo Conejo Open Space. The Janss Road site consists of a surface parking lot for employees at the existing surgical center and supporting hospital service buildings located north and east of the site. The surface parking lot contains 183 parking spaces for employees, 15 light standards 14-feet in height, and landscape planters with ornamental trees located between parking rows. Ornamental trees also line the northern and western Janss Road site boundary and a portion of the eastern Janss Road site boundary.

**North:** The immediate northern boundary of the Janss Road site is bordered by existing two-story medical office buildings with associated parking lots. The 2-story structure features brick and off-white, stucco clad exteriors. Approximately 0.15 miles north of the Janss Road site and associated medical complex are residential uses.

**South:** West Janss Road borders the southern boundary of the Janss Road site. Single-story, single-family residences are located on the other side of West Janss Road. A tan brick wall separates the single-family residences from Janss Road.

**East:** The immediate eastern boundary of the Janss Road site is bordered by an existing three-story medical office building, an associated parking lot, and the Los Robles Regional Medical Center. The 3-story structure features brick exteriors. Approximately 0.2 miles east of the Janss Road site, east of Young Avenue are single story, single-family residential uses.

**West:** North Lynn Road borders the western boundary of the Janss Road site. Wildwood Open Space is located across North Lynn Road. The open space is characterized by hillsides covered in coastal sage scrub.

### Scenic Vistas

Please refer to the scenic vistas discussion above.

### Scenic Routes

Highway 23 is located approximately 1.65 miles east of the Janss Road site. Highway 101 is located approximately 1.55 miles south of the Janss Road site. According to the California Department of Transportation Scenic Highway Mapping System, Highway 101 is considered state scenic route eligible, but has not been designated as an official state scenic highway. The closest officially designated state scenic highway is approximately 19 miles southeast of the Janss Road site on State Route 27. The County of Los Angeles has designated a Scenic County Route along segments of Mullholand Highway. The closest portion of the scenic designated route is located approximately 7.18 miles from the Janss Road site (Caltrans 2018)

### Viewshed and Visibility

The Janss Road site is located at the base of a hill adjacent to Wildwood Open Space area and is surrounded by existing development to the north, west, and south. Views of the Janss Road site are visible from adjacent roadways, residences and commercial areas surrounding the site. However, views of the Janss Road site from Janss Road and Lynn Road are partially obstructed by large ornamental trees that line the parking lot. Views of the Janss Road site from trails within Wildwood Open Space would be obstructed by the topography within the Wildwood Open Space area.

### Light and Glare

Existing light and glare sources on the Janss Road site are limited to pole-mounted parking lot lighting. The surrounding area is primarily built-out to the north, east, and south; therefore, ambient lighting from urban uses operates and occurs in the vicinity of the Janss Road site. Similar to other developed urban areas, stationary sources of light and glare in the surrounding area include illuminated signage, glass in building façades, exterior and pole-mounted lighting in commercial and residential areas, streetlights, and parking lot lighting.

## 4.1.2 Relevant Plans, Policies, and Ordinances

### State

#### California Scenic Highway Program

The California Scenic Highway Program was created in 1963 with the intent “to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment.” The state laws that govern the Scenic Highway Program are Sections 260 through 263 of the Streets and Highways Code. A highway may be designated scenic based on the natural landscape visible by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the views of the highway. The Scenic Highway Program includes both officially designated scenic highways and highways that are eligible for designation. It is the responsibility of local jurisdictions to apply for scenic highway approval, which requires the adoption of a Corridor Protection Program (Caltrans 2022). In addition, once a scenic highway is designated, the local jurisdiction is responsible for regulating development within the scenic highway corridor.

### Local

#### City of Thousand Oaks General Plan

The City of Thousand Oaks General Plan contains two elements that address visual resources within the City, the Conservation Element and Land Use Element. The applicable goals and policies from each element are described in further detail below.

#### Conservation Element

The Conservation Element describes the scenic resources and landform features within the City. The element further describes the suitability for development on the different landforms within the City. The following goals and policies are applicable to the Project.

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

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

Policy 1.2. Preservation of natural land features. Preserve significant natural features including ridges, rock outcroppings, natural drainage courses, wetland and riparian areas, steep topography, important or landmark trees, and views.

Policy 1.4. City gateways. Ensure that development proposed in defined gateway areas conforms to the City’s planning policies and guidelines for City Gateways.

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

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

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

Policy 2.2. Slope development. Limit development on steep slopes and ridgelines.

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

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

#### Land Use Element

Goal LU-10. Preserve views of the mountains and ridgelines and unique entryways to Thousand Oaks.

Policy 10.1. Public view corridors. Reaffirm and update adopted view sheds protection within the Ridgeline Study. Promote development practices that enhance and frame views of the mountains and ridgelines from view corridors along public rights of ways.

#### City of Thousand Oaks Municipal Code

Section 9-4.11 regulates zoning in Commercial Office Zone (C-O) and Section 9-4.11 sets regulations for signage, height, area, parking, landscaping, lighting, and storage.

#### Guidelines For Development Within the Corridors of the Route 101 and 23 Freeways

The Cancer Center site is located approximately 860 feet from the centerline of Route 101. Thousand Oaks City Council Resolution No. 91-172 established guidelines for development within the corridors of the Route 101 and State Route 23, which are applicable to property located wholly or partially within 1,000 feet of the centerline of either freeway. The various guidelines pertain to site planning; architectural design; walls, barriers, and berms; and landscape planting and are included in Table 4.1-1 below.

### 4.1.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts to aesthetics are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to aesthetics would occur if the Project would:

- A. Have a substantial adverse effect on a scenic vista.
- B. Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- C. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from a publicly accessible vantage point). If the Project is in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality.
- D. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.



## 4.1.4 Impacts Analysis

### **A) Would the Project have a substantial adverse effect on a scenic vista?**

**Less-than-Significant Impact.** As described above, a scenic vista is typically described as a panoramic view or vista from an identified point, public road, public trail, public recreational area, or scenic highway. The City of Thousand Oaks General Plan does not specifically identify protected scenic vistas within the City. Protection of natural viewshed features in the City has been formally embodied in the City's General Plan, including its Conservation and Land Use Elements, and in ordinances and resolutions concerning the preservation and enhancement of the Conejo Valley's unique scenic attributes (City of Thousand Oaks 2023). The location and extent of specific natural resources of importance to the community are identified in the Conservation Element, including streams and creeks, wetlands and riparian habitat, wildlife corridors and key habitat areas, significant biological resources such as oak woodland, rare and endangered species, cultural and historic resources, certain topographic features such as steeply sloping land and ridgelines, and scenic resources (City of Thousand Oaks 2023).

#### Cancer Center Site

The nearest hillside terrain to the site is the Los Padres Open Space area approximately 0.5 miles south of the site and the nearest major ridgeline is located approximately 0.75 miles south of the site in the Los Padres Open Space area (Google Maps 2023). Additionally, a prominent landform is located northeast of the Cancer Center site between Highway 101 and the existing medical buildings located north of the Cancer Center site. A drainage channel runs along Rimrock Road, directly east of the Cancer Center site; refer to Figure 4.1-8 of this EIR for location of the drainage.

Scenic resources within the Los Padres and Conejo Ridge Open Space areas consist of gentle to steeply sloping terrain covered with annual grasses, exposed rocky soils, scattered scrub and shrub vegetation, and occasional oak trees. As shown in Figure 4.1-8, these open space areas include hillside terrain, major ridgelines, and major drainages. Views of the ridges within Los Padres Open Space and Conejo Ridge Open Space are visible in the distance from the Cancer Center site. The site consists of a vacant lot that was previously developed at the base of a hillside within the Los Padres Open Space area. The Cancer Center site does not contain open space that is protected for its biological or scenic resources, and the project would not be constructed on a ridgeline, sloping terrain, or other open space that has intrinsic scenic value. For purpose of this analysis, views of these scenic resources identified in the Conservation Element in these open space areas would be considered scenic vistas within the City.

Views of the Cancer Center site are briefly visible from Route 101. Instead of installing temporary story-poles, photosimulations were created for the project to demonstrate what the final development from a range of vantage points (Figures 4.1-4 through 4.1-7). As shown in Figure 4.1-4, existing foreground views from KOP 1 consist of the freeway, with middle ground views of vegetation and the undeveloped land between the Cancer Center site and Route 101, and background views of the terrain and ridgelines of Los Padres Open Space. The Cancer Center would be located behind existing development and landscaping adjacent to Route 101. As shown in Figure 4.1-4, the proposed medical facility would be partially screened by the existing topography and vegetation between the Cancer Center site and Route 101. Available views to the project would be limited primarily to the clay roof tiles of the medical center building and as depicted on Figure 4.1-4, the proposed building would not dominate views and would not stand out in the landscape. Further, available views to the proposed building from Route 101 would be experienced briefly by-passing motorists on Route 101 (effects on existing views would be further reduced by the proposed building being within the peripheral view of drivers and passengers). Lastly, the addition of the proposed

building would not block, interrupt, or otherwise degrade views of more distant terrain and ridgelines in the landscape that add scenic value to the corridor.

As shown in Figure 4.1-5, existing views of the Cancer Center site from KOP 2 consist of vegetation and a gravel pathway in the foreground, middle ground views of vegetation on the Cancer Center site, and background views of the Thousand Oaks Surgical Hospital. As indicated in Figure 4.1-5, the proposed medical facility would be partially screened by existing vegetation and the building design would blend in with the building design of the nearby Thousand Oaks Surgical Hospital. Specifically, use of similarly designed elevation/facades, rooflines, and building materials would create visual continuity between the proposed and existing structures such that resulting visual contrast would be difficult to detect.

Existing views of the site from KOP 3, Viewpoint 4 (see Figure 4.1-6) consist of the intersection of Los Padres Drive and Rolling Oaks Drive in the foreground, middle ground views of vegetation on the site, and background views of the terrain and ridgelines of Los Padres Open Space and Conejo Ridge Open Space. Views of the ridgelines within Los Padres Open Space and Conejo Ridge Open Space are partially screened by existing vegetation on site. As shown in Figure 4.1-6, the proposed medical facility would block existing views of the ridgelines within Conejo Ridge Open Space to the southeast; however, the proposed removal of some on-site trees would allow for an increased view of the Los Padres Open Space terrain and ridgeline south of the Cancer Center site. Additionally, viewers of the Cancer Center site from Rolling Oaks Drive would primarily be pedestrians and vehicles passing by, in which views of Conejo Ridge Open Space would be brief. While views of Conejo Ridge Open Space would be obstructed from this viewpoint, the existing view is partially obstructed by trees and electrical transmission lines and views of the Los Padres Open Space would be expanded.

Existing views of the site from KOP 4 (see Figure 4.1-7) consist of vegetation within the Los Padres Open Space area in the foreground, middle ground views of the knoll located south of the site, and background views of the urban area of the city and distant ridgelines of the Santa Susana Mountains. As shown in Figure 4.1-7, views of the proposed project from the Los Padres Open Space area are screened by the knoll located immediately south of the project site. Upon project implementation, a corner of the roof of the proposed Cancer Center building would be visible from KOP 4 and would not interrupt views of the ridgelines in the distance and overall, would have a negligible effect on the expansive nature of the available view.

The proposed development will further soften the visual impacts of development by providing 14 percent landscape coverage for enhanced perimeter landscape treatment. Existing trees on site bordering the parking lot along the northern boundary of the Cancer Center site and the northeastern corner would remain on site. Additionally, there is a 20-foot front setback from the property line to the building along Rolling Oaks Drive, 20-foot side yard setback along the west side (along Los Padres Drive) and east side of the property; and a 20-foot rear setback from the property line along the south edge of the property.

As demonstrated in the analysis above, the project does not include development within open space areas, ridgelines, or sloping terrain that has valued scenic qualities. Further, development of the site would not result in the substantial obstruction, interruption, or degradation of a significant scenic vista or City-identified resource (obstruction would be limited to brief blockage of mobile views to distant terrain of the Conejo Ridge Open Space that is currently partially blocked by existing trees – see Figure 4.1-7). Therefore, the Cancer Center development would not have a substantial adverse effect on a scenic vista and impacts would be **less than significant**.

## Janss Road Site

Figure 4.8-1 of this EIR identifies major landforms, drainages, and floodplains in the City, many of which add scenic value to the City. As shown in Figure 4.8-1, the nearest major ridgeline and hillside terrain to the Janss Road site is the knoll and hillside terrain located within Wildwood Open Space area west of the Janss Road site and North Lynn Road. Additionally, a drainage channel is identified north of the Janss Road site and adjacent to the residential uses to the north.

Scenic resources within the Wildwood Open Space area consist of a large knoll and gentle to steeply sloping terrain covered with annual grasses, exposed rocky soils, scattered scrub and shrub vegetation, and occasional oak trees. Views of the ridges within Wildwood Open Space area are obstructed by the knoll adjacent to the Janss Road site. The Janss Road site is a parking lot and does not contain open space that is protected for its biological or scenic resources. The site is flat and developed; therefore, future development of the site would not result in construction on a ridgeline, sloping terrain, or other open space that has intrinsic scenic value.

It is reasonably foreseeable that future development of the Janss Road site, which would be made possible with a discretionary City review and CEQA analysis process, would alter the visual character of the Janss Road site. For purposes of this CEQA analysis, it is assumed that nine market rate single-family residential units would be developed within the Janss Road site. While it is reasonably foreseeable that future development at the Janss Road site would consist of residences developed at the maximum allowable intensity of 9 units on the 2.15-acre site and in a manner consistent with the proposed zoning and General Plan land use designation, no specific development or site plan is proposed at this time. As such, it would be speculative to assume the type of housing, mix and size of units, building footprint and/or overall design that would be developed at Janss Road as part of this EIR. The Janss Road component would be built to the development standards for Residential Planned Development (RPD-4.5U), outlined in Section Sec 9-4.904. Per Section 9-4.904, space allocation on the site would include 40% structure coverage, 15% paved areas, 40% open space and 5% all other areas. Per Section 9-4.2501, single family residences within this zone would have a maximum height of 25 feet. For purposes of this analysis, it is assumed that the existing on-site trees along the project boundaries would remain in place and that trees and landscaping located between existing parking rows would be removed. Therefore, views of the site would remain limited from West Lynn Road due to the presence of intervening trees. Assuming that future development is consistent with City development standards and that the trees along the edge of the Janss Road site would be preserved, changes to the Janss Road site would not result in a new disruption in views of the scenic resources in proximity to the Janss Road site. Further, future development of the Janss Road site would not result in development within an open space area, ridgelines, or sloping terrain that has valued scenic qualities. Therefore, the potential for a substantial adverse impact on a scenic vista is considered **less than significant**.

***B) Would the Project substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?***

## Cancer Center Site

**Less-than-Significant Impact.** As described above, the Cancer Center site is not located near a designated state scenic highway. The closest state scenic highway is State Route (SR) 27 located approximately 17 miles southwest of the Cancer Center site. Due to distance, intervening terrain, landscaping, and existing development, the Cancer Center site is not visible from SR-27. The state scenic highway map identifies one scenic county route (Mulholland Highway) approximately 5.75 miles south of the Cancer Center site. Due to distance, and intervening terrain, the Cancer Center site is not visible from Mulholland Highway.

The centerline of U.S. Highway (US) 101 is located approximately 860 feet north of the Cancer Center site and is designated as an eligible state scenic highway. As shown in Figure 4.1-4, views of the Cancer Center site from US 101 are partially obstructed due to existing trees onsite and intervening topography. Additionally, views of the Cancer Center site from US 101 would be brief as cars pass the Cancer Center site. Figure 4.1-4 shows a simulated view of the proposed project from US 101 that indicates views of the proposed building would be partially disrupted by the existing trees on site and intervening topography.

The project proposes the development of a medical facility at the base of a hill within the Los Padres Open Space area. As described in Section 4.3, Biological Resources, of this Draft EIR, the project would include the removal of approximately 83 trees, including 14 protected oak trees. Replacement of protected trees on site would be required at a 3:1 ratio with implementation of mitigation measure (MM)-BIO-9, Oak Tree Removal and Replacement. Forty-two oak trees would be planted as part of MM-BIO-9. Additionally, the project would provide 14 percent landscape coverage (approximately 17,100 SF), providing enhanced perimeter landscape treatment, and a 20-foot side and front setback from property line to building along Rolling Oaks Drive and Los Padres Drive and a 20-foot side setback from the property line along the east edge of the property. All improvements adjacent to open space areas, including brow ditches, bench drains, etc., shall be tinted an earth color to blend with the surrounding natural landscape and/or soil. No historic buildings or rock outcroppings are located in proximity to the Cancer Center site and therefore would not be impacted by the project. As shown in Figure 4.1-7, views from a nearby trail in Los Padres Open Space Area indicate the project would blend in with existing development and would not be appreciably altered by the proposed project. In addition, the project would not substantially alter views of Los Padres or Conejo Ridge Open Space, ridgelines, and hillsides in proximity to the Cancer Center site from U.S. 101.

In conclusion, the Cancer Center site is not located in proximity to a designated state scenic highway and impacts to eligible state scenic highways would be less than significant due to limited views of the Cancer Center site from U.S. 101. Therefore, impacts would be **less than significant**.

#### Janss Road Site

**No Impact.** As described above, the Janss Road site is not located in proximity to a designated state scenic highway. The closest state scenic highway is SR-27 located approximately 19 miles southwest of the Janss Road site. Due to distance, intervening terrain, landscaping, and existing development, the Janss Road site is not visible from SR-27. The state scenic highway map identifies one scenic county route (Mulholland Highway), located 7.18 miles south of the site. Due to distance and intervening terrain, the Janss Road site is not visible from Mulholland Highway.

U.S. 101 is located approximately 1.55 miles south of the Janss Road site and is designated as an eligible state scenic highway. As the Janss Road site is not located in proximity to a designated state scenic highway and future development would not be visible from a state scenic highway, **no impact** to an eligible state scenic highways would occur.

***C) In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?***

**Less-than-Significant Impact.** CEQA Section 21071 defines an “urbanized area” as “(a) an incorporated city that meets either of the following criteria: (1) has a population of at least 100,000 persons, or (2) has a population of less than 100,000 persons if the population of that City and not more than two contiguous incorporated cities combined equals at least 100,000 persons.” As of July 1, 2021, the US Census Bureau estimated the population

of the City to be 124,265 persons, which is over the 100,000 persons threshold (US Census Bureau 2021). Thus, the City would be considered an urbanized area per CEQA and the first portion of this threshold, related to changes in the visual character or quality of public views of the site and its surroundings, would not be applicable to the project. As such, this analysis focuses on the second portion of this threshold, regarding whether the project would conflict with applicable zoning and other regulations governing scenic quality, for projects in urbanized areas.

The City of Thousand Oaks General Plan and Municipal Code regulates zoning and scenic quality regulations within the City. Project consistency with the General Plan and Municipal Code are discussed further below.

### City of Thousand Oaks General Plan

As discussed above, the City’s General Plan addresses scenic resources within the City in the Conservation and Land Use Elements. Table 4.1-1 analyzes the Project’s consistency with General Plan Policies addressing scenic quality in the City.

**Table 4.1-1 Project Consistency With Scenic Quality Policies and Zoning**

Policy	Discussion
<b>City of Thousand Oaks General Plan</b>	
<b>Conservation Element</b>	
<p>Goal C-2: Minimize and mitigate the visual effects of new urban development on hillsides.</p> <p>Policy -2.1. Hillside areas. Employ site and architectural design techniques to blend development into the hillside terrain.</p>	<p><b>Cancer Center Component:</b></p> <p><b>Consistent.</b> The Cancer Center site is located adjacent to existing development to the north, west, and east, and a knoll to the south. As indicated in Figures 3-6a and 3-6b, the proposed medical facility would be similar in scale and style to the existing medical complex located to north. The building would take advantage of the existing changes in topography on the Cancer Center site and would reduce apparent scale by notching into the existing slope/grade. Additionally, the site will provide 14 percent landscape coverage, providing enhanced perimeter landscape treatment and setbacks, and partial screening of the proposed building from U.S. 101. The scale, building materials, and colors reflected in the building design would be visually compatible with adjacent medical center development to the north and as a result, would create a harmonious visual scene.</p> <p><b>Janss Road Component:</b></p> <p><b>Consistent.</b> There is no proposed development at the Janss Road site at this time. Future development at the site would require review for consistency with this policy at the time a development application is submitted.</p>

**Table 4.1-1 Project Consistency With Scenic Quality Policies and Zoning**

Policy	Discussion
<p>Policy 2.2. Slope development. Limit development on steep slopes (25% and over) and ridgelines.</p>	<p><b>Cancer Center Component:</b></p> <p><b>Consistent.</b> Portions of the Cancer Center site contain slopes with a 25% natural grade of greater. Slopes on the Cancer Center site greater than 25% are limited to the southern portion of the Cancer Center site behind the proposed Cancer Center building and along the eastern boundary of the Cancer Center site.</p> <p>While the Cancer Center component would include grading on slopes that are over 25% natural grade, and the development of the site would include construction of a 9-foot-high tiered retaining wall along the southern boundary (and segments of the eastern and western boundary). As shown in Figure 4.1-6, views of the graded area tiered retaining walls from Rolling Oaks Drive would be partially obstructed by the Cancer Center building and landscaping. Additionally, views would be brief as pedestrians and motorists travel along Rolling Oaks Drive and views of the retaining walls and altered slopes would be limited and would not result in a substantial effect to existing scenic quality. The Cancer Center does not propose manufactured slopes nor fill that would exceed 25 feet.</p> <p><b>Janss Road Component:</b></p> <p><b>Not applicable.</b> The Janss Road site does not contain slopes with a 25% natural grade or greater.</p>
<p>Policy 4-1. Protected tree preservation. Continue to implement the City’s Oak Tree and Landmark Tree Ordinances per the municipal code and the Oak Tree Preservation and Protection Guidelines.</p>	<p><b>Cancer Center Component:</b></p> <p><b>Consistent.</b> As described in Section 4.3, implementation of the Cancer Center component would include the removal of 14 protected trees, and planting of 42 mitigation oak trees. The Applicant would be required to obtain a City of Thousand Oaks Protected Tree Permit as part of the Project and mitigate impacts per MM-BIO-9, which would include the replacement of trees at a 3:1 ratio. The Cancer Center site does not contain any Valley Oak habitat on site.</p>

**Table 4.1-1 Project Consistency With Scenic Quality Policies and Zoning**

Policy	Discussion
	<p><b>Janss Road Component:</b></p> <p><b>Consistent.</b> It is reasonably foreseeable that future development at Janss Road site could result in removal of some of the protected oaks on site. However, review of plans for future development at the site will be required by the City and the project applicant would be required to obtain a City of Thousand Oaks Oak/Landmark Tree Permit prior to construction and mitigate impacts per MM-BIO-9. The Janss Road site does not contain Valley Oak habitat.</p>
<p>Policy 9.1. Wetlands and riparian habitat. Preserve wetlands and riparian habitat by maintaining existing wetland and riparian buffers as open space to protect the community’s water quality, biodiversity, and aesthetic value.</p>	<p><b>Cancer Center Component:</b></p> <p><b>Consistent.</b> The Cancer Center development would avoid direct impacts to wetlands adjacent to the Cancer Center site. Indirect impacts would not occur due to compliance with the applicable regulations. See Section 4.3, Biological Resources for more details.</p> <p><b>Janss Road Component:</b></p> <p><b>Not applicable.</b> The Janss Road site is currently a parking lot. No wetlands are present currently.</p>
Land Use Element	
<p>Policy 10.1. Public view corridors. Reaffirm and update adopted view sheds protection within the Ridgeline Study. Promote development practices that enhance and frame views of the mountains and ridgelines from view corridors along public rights of ways</p>	<p><b>Cancer Center Component:</b></p> <p><b>Consistent.</b> The Cancer Center site is located adjacent to existing development to the north and east, and a knoll to the south. The proposed medical facility would be similar in scale and style to the existing medical complex located to north.</p> <p>Additionally, as described above in Threshold A, the Cancer Center Component would not be constructed within existing open space or substantially alter scenic resources near the Cancer Center site.</p> <p><b>Janss Road Component:</b></p> <p><b>Consistent.</b> The Janss Road site is currently developed as a parking lot. No development at the site is proposed at this time.</p>

**Table 4.1-1 Project Consistency With Scenic Quality Policies and Zoning**

Policy	Discussion
	As described above in Threshold A, the site is not located within existing open space and would not alter scenic resources near the site.
<b>Freeway Corridor Design Guidelines</b>	
<b>Section A- Site Planning</b>	
<p>(1) Buildings should be located on relatively level land between knolls or on moderate slopes They should not be placed on ridgelines conspicuous hilltops or steep hillsides where potential silhouetting and extensive grading impacts could result. The plotting of any structures shall consider adequate backdrop to blend into the natural surroundings with a minimum of visual impact</p>	<p><b>Cancer Center Component:</b></p> <p><b>Consistent.</b> The Cancer Center is positioned on site to utilize the existing developed portion of the site that was previously graded and developed. Grading of steep hillsides for the Cancer Component would be primarily located in the southern portion of the site, away from U.S. 101.</p> <p>Further, as shown in Figure 4.1-4, views of the proposed building would be partially obstructed by the existing trees on site and intervening topography. Views of grading impacts would be obstructed from view of users of U.S. 101.</p> <p><b>Janss Road Component:</b></p> <p><b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(2) Building footprints shall reflect an integration of design that joins the buildings with the natural terrain Extensive grading shall be avoided The site topography shall determine the form of architectural design</p>	<p><b>Cancer Center Component:</b></p> <p><b>Consistent.</b> The Cancer Center building would be centered on a previously graded portion of the site. The building would take advantage of the existing changes in topography on the Cancer Center site and reduce apparent scale by notching into the existing slope/grade.</p> <p><b>Janss Road Component:</b></p> <p><b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(3) All structures shall avoid large straight blank facades visual interest in design shall be provided by stepping the buildings back and creating more open space between the buildings and the roadway in both horizontal and vertical directions</p>	<p><b>Cancer Center Component:</b></p> <p><b>Consistent.</b> The Cancer Center façade would include multiple projections, planes, and features (e.g., windows, decorative ironwork, beams) that would break up the massing of the structure and add visual interest/avoid a monotonous visual experience. In addition, the building design incorporates</p>



**Table 4.1-1 Project Consistency With Scenic Quality Policies and Zoning**

Policy	Discussion
	<p>a “porte-cochere” along its northern façade that creates the illusion of a greater setback from Rolling Oaks Drive.</p> <p><b>Janss Road Component:</b></p> <p><b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(4) Building setbacks from the freeways and open spaces between buildings adjacent to the freeways shall be increased to allow for landscaping and reduced visual impact Distances shall be determined by viewshed site topography and configuration and architectural design of the proposed buildings.</p>	<p><b>Cancer Center Component:</b></p> <p><b>Consistent.</b> The Cancer Center Component would provide a 20-foot front setback from property line to building along Rolling Oaks Drive, a 20-foot side setback from Los Padres Drive, and a 20-foot side setback from the property line along the east edge of the property. Additionally, the Cancer Center Component would provide 14 percent landscape coverage (approximately 17,000 SF) (as shown in Figure 3-7a and 7b), providing enhanced perimeter landscape treatment, further softening the visual impact of the Cancer Center component.</p> <p><b>Janss Road Component:</b></p> <p><b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(5) Buildings shall be oriented at angles to the freeways to reduce the exposed facades visible from the roadway This shall also provide additional open space for innovative landscape designs and open up views to distant features</p>	<p><b>Cancer Center Component:</b></p> <p><b>Consistent.</b> As shown in Figure 4.1-4, views of the proposed building would be partially obstructed by the existing trees on site and intervening topography. The Cancer Center component would also provide enhanced perimeter landscape treatment as shown in Figure 3-7a and 7b of this EIR.</p> <p><b>Janss Road Component:</b></p> <p><b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(6) Vehicle parking lots within the freeway view corridors shall be screened by utilizing combinations of earthen berms landscaping predominantly evergreen and innovative decorative wall designs to reduce the visual impact of rows of glittering automobiles Building placement can also serve as a method of screening parking lots</p>	<p><b>Cancer Center Component:</b></p> <p><b>Consistent.</b> The Cancer Center would include vehicle parking surrounding the Cancer Center building. As shown in Figure 4.1-4, views of the proposed parking lot would be disrupted by the</p>

**Table 4.1-1 Project Consistency With Scenic Quality Policies and Zoning**

Policy	Discussion
	<p>existing trees on site and intervening topography. Existing trees on site bordering the parking lot along the northern boundary of the Cancer Center site and the northeastern corner would remain on site. Additionally, the project would plant additional trees, shrubs, and boulders to reduce views of vehicles within the project parking lot from the roadway.</p> <p><b>Janss Road Component:</b>  <b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(7) Exterior lighting fixtures shall be designed and placed in such a manner as to prevent spillage of illumination beyond the boundaries of the project site</p>	<p><b>Cancer Center Component:</b>  <b>Consistent.</b> Please refer to analysis under Threshold D.</p> <p><b>Janss Road Component:</b>  <b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p><b>Section B- Architectural Design</b></p>	
<p>(1) Building architecture shall make creative and innovative statements yet not appear as an imposition on the landscape Buildings must be designed at a scale and manner that is sensitive to the terrain reflecting an integration of architecture and topography</p>	<p><b>Cancer Center Component:</b>  <b>Consistent.</b> The Cancer Center site is located adjacent to existing development to the north, west, and east, and a knoll to the south. The proposed medical facility would be similar in scale and style to the existing medical complex located to north. The building would take advantage of the existing changes in topography on the Cancer Center site and reduces apparent scale by notching into the existing slope/grade on the Cancer Center site. Additionally, as shown in Figures 3-7a and 7b, the site will provide 14 percent landscape coverage, providing enhanced perimeter landscape treatment and setbacks. The project would include a 20-foot side and front setback from property line to building along Rolling Oaks Drive and Los Padres Drive. The proposed Project also accommodates a 20-foot side setback and a 25-foot utility easement from the property line along the east edge of the property. Further, as shown in Figure 4.1-</p>

**Table 4.1-1 Project Consistency With Scenic Quality Policies and Zoning**

Policy	Discussion
	<p>4, views of the proposed building would be partially disrupted by the existing trees on site and intervening topography.</p> <p><b>Janss Road Component:</b></p> <p><b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(2) Building architecture shall incorporate the use of design articulation to break up building mass into smaller components The use of angled building corners sloping facades projecting and recessing of walls opening sections of the buildings and the integration of landscape elements will help to reduce a bulky appearance</p>	<p><b>Cancer Center Component:</b></p> <p><b>Consistent.</b> Please refer to guideline A(3) above. As shown in Figure 4.1-4, views of the proposed building would be partially disrupted by the existing trees on site and intervening topography and views from U.S. 101 would be limited to the clay roof tiles and small portion of the building’s façade.</p> <p><b>Janss Road Component:</b></p> <p><b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(3) Proper siting of buildings allowing open sections within buildings or among groups of buildings shall provide some form of visual relief and maintain views of distant features</p>	<p><b>Cancer Center Component:</b></p> <p><b>Consistent.</b> As shown in Figure 4.1-4, views of the proposed building would be partially disrupted by the existing trees on site and intervening topography and views from U.S. 101 of the Cancer Center would be limited. The Cancer Center site would include a parking lot along the northern border of the project boundary which would provide additional distance between U.S. 101 and the Cancer Center building. Further the Cancer Center component would include landscaping along the northern boundary.</p> <p><b>Janss Road Component:</b></p> <p><b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(4) Building roof architecture shall be designed in a manner that is sensitive to both building and terrain Exposure of large expansive roof areas shall be avoided</p>	<p><b>Cancer Center Component:</b></p> <p><b>Consistent.</b> The Cancer Center building would have mansard roofing broken up with canopy roofs which would provide variation in the roofline. As shown in Figure 4.1-4, views of the proposed building would be limited to the roofing and a small portion of the building’s</p>

**Table 4.1-1 Project Consistency With Scenic Quality Policies and Zoning**

Policy	Discussion
	<p>façade due to existing trees on site and intervening topography. Further, the building would take advantage of the existing changes in topography on the Cancer Center site and reduces apparent scale by notching into the existing slope/grade.</p> <p><b>Janss Road Component:</b>  <b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(5) Roof designs shall maintain a proportional relationship to the scale and shape of the building walls Sloped roofs are encouraged and will depend upon the site topography to avoid creating an imposing structure The use of roof overhangs in proportion to wall heights is encouraged to integrate the building with the terrain by providing a lower perceived horizontal structure Such designs are necessary to achieve greater effective shadow treatment to enhance the building architectural facade and provide a perceived</p>	<p><b>Cancer Center Component:</b>  <b>Consistent.</b> Please refer to guideline B (4).</p> <p><b>Janss Road Component:</b>  <b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(6) Exposure of roof mounted mechanical equipment will not be permitted. Protective screening shall be integrated into the building’s overall design of wall and roof components.</p>	<p><b>Cancer Center Component:</b>  <b>Consistent.</b> Mechanical equipment on the roof would be screened by the varying roofline and mansard roofing.</p> <p><b>Janss Road Component:</b>  <b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(7) Upper floor levels on multi-story buildings should be stepped back from their base to open up the view corridor both horizontally and vertically.</p>	<p><b>Cancer Center Component:</b>  <b>Consistent.</b> As described above, the building would take advantage of the existing changes in topography on the Cancer Center site and reduces apparent scale by notching into the existing slope/grade.</p> <p><b>Janss Road Component:</b>  <b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(8) The roofs of buildings which are constructed on land sloping up or down from the freeway shall be parallel to the natural topography in order to protect the line-of-sight within the view corridor. Projecting elements above roof lines shall be minimized and shall be integrated into the building’s overall design.</p>	<p><b>Cancer Center Component:</b>  <b>Consistent.</b> Please see Guideline A(2) and B(4).</p> <p><b>Janss Road Component:</b></p>

**Table 4.1-1 Project Consistency With Scenic Quality Policies and Zoning**

Policy	Discussion
	<p><b>Not applicable.</b> Janss Road Component is not located within Freeway Design Corridor.</p>
<p>(9) Selective use of taller buildings (height overlays) will be considered only where there is sufficient visual backdrop and where important open views are not blocked.</p>	<p><b>Cancer Center Component:</b></p> <p><b>Consistent.</b> As concluded below, inconsistency with height regulations within the C-O zone would be assessed by the Planning Commission prior to approval of the proposed height to ensure the Cancer Center is harmonious with the purpose of the C-O and compatible with surrounding development. Further, as concluded under Threshold A, the Cancer Center component would not result in a significant impact to a scenic vista.</p> <p><b>Janss Road Component:</b></p> <p><b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(10) Building designs, exterior colors and materials shall be selected so that they blend and integrate with the surrounding natural and man-made setting, consistent with the City’s image.</p>	<p><b>Cancer Center Component:</b></p> <p><b>Consistent.</b> Building materials would consist of smooth-finish stucco, concrete masonry, glass windows, and composite metal paneling. The proposed medical facility would be similar in scale and style to the existing medical complex located to north. The building would take advantage of the existing changes in topography on the Cancer Center site and reduces apparent scale by notching into the existing slope/grade. Additionally, as shown in Figure 3-7a and 7b, the site will provide 14 percent landscape coverage, providing enhanced perimeter landscape, and softening the visual impact of the building.</p> <p><b>Janss Road Component:</b></p> <p><b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(11) Exterior surface materials shall be of a non-glare finish, pursuant to the Precise Plan of Design. Windows shall be designed and oriented to minimize the relative characteristics of the glass onto the freeway.</p>	<p><b>Cancer Center Component:</b></p> <p><b>Consistent.</b> As discussed below under Threshold D, the Cancer Center would not introduce a substantial amount of glare to the site.</p>

**Table 4.1-1 Project Consistency With Scenic Quality Policies and Zoning**

Policy	Discussion
	<p><b>Janss Road Component:</b></p> <p><b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(12) Where development is proposed in areas adjacent to existing land uses, building design, scale, use of material, color and landscaping characteristics shall complement the existing uses.</p>	<p><b>Cancer Center Component:</b></p> <p><b>Consistent.</b> Please refer to Guideline B(10).</p> <p><b>Janss Road Component:</b></p> <p><b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(13) Building identification (signs) shall be selected in compliance with the City’s Municipal Sign Ordinances, in particular that which pertain to the freeway corridor. Signs shall be designated to compliment the building’s architecture and not impose a visual impact. Criteria for signage shall include letter design, color, overall sign area in proportion to setback distances, illumination, sign area ration to wall or fascia surfaces, and consistency in size and location with existing signs in the area.</p>	<p><b>Cancer Center Component:</b></p> <p><b>Consistent.</b> The Cancer Center component would submit a Sign application to ensure that the Cancer Center Component signage would be compliant with the City’s Municipal Sign Ordinances. Approval of a Sign application would be submitted and issued following an approval of the Project.</p> <p><b>Janss Road Component:</b></p> <p><b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(14) Site planning and architectural treatment of buildings shall be employed to prevent the visual exposure of service bays, storage material, trash enclosures and loading and unloading activities from the freeway corridors.</p>	<p><b>Cancer Center Component:</b></p> <p><b>Consistent.</b> As shown in Figure 4.1-4, views of the proposed building would be limited to the roofing and a small portion of the building’s façade. Service bays, storage material, trash enclosures and loading and unloading activities would not be visible from U.S. 101.</p> <p><b>Janss Road Component:</b></p> <p><b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(15) Exterior illumination of structures shall be kept to a minimum and located primarily at building entrances and landscape features. Lighting should be indirect and recessed.</p>	<p><b>Cancer Center Component:</b></p> <p><b>Consistent.</b> As discussed below under Threshold D, the Cancer Center would not introduce a substantial amount of light and glare to the site or surrounding areas.</p> <p><b>Janss Road Component:</b></p>

**Table 4.1-1 Project Consistency With Scenic Quality Policies and Zoning**

Policy	Discussion
	<p><b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(16) Illumination from within buildings should be controlled by window design location and tinting Window glass should be designed to control spillage of light from interior spaces.</p>	<p><b>Cancer Center Component:</b></p> <p><b>Consistent.</b> As discussed below under Threshold D, the Cancer Center would not introduce a substantial amount of light and glare to the site or surrounding areas.</p> <p><b>Janss Road Component:</b></p> <p><b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p><b>Section C- Walls, Barriers, Berms</b></p>	
<p>(1) Where barrier screening for visual or noise mitigation is necessary such treatment shall consist of a combination of decorative walls undulating berms of various heights and innovative use of combined evergreen and deciduous landscape plant materials</p>	<p><b>Cancer Center Component:</b></p> <p><b>Consistent.</b> As part of implementation of MM-NOI-1, the project contractor would install temporary noise abatement on the site boundary fencing during construction of the Cancer Center component. No other noise or visual mitigation is proposed as part of the Cancer Center component.</p> <p><b>Janss Road Component:</b></p> <p><b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(2) Long and linear wall sections shall be avoided These elements should be staggered by methods that provide both horizontal and vertical relief and landscaped with clusters of native plant materials Use of various combinations of wall material is encouraged to achieve a greater aesthetic effect</p>	<p><b>Cancer Center Component:</b></p> <p><b>Consistent.</b> Retaining walls would be located in the northeast corner of the Cancer Center site and along the southern project boundary. The retaining walls would be tiered, providing vertical relief to the visual impact of the walls. Further landscaping such as larger trees would be placed around the project site perimeter, adjacent to the retaining walls.</p> <p><b>Janss Road Component:</b></p> <p><b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(3) Vines and/ or other clinging plant material shall be used to visually accent where space may preclude the use of other larger plants,</p>	<p><b>Cancer Center Component:</b></p> <p><b>Consistent.</b> As shown in Figures 3-7a and 7b. the site will provide 14 percent landscape coverage, which will include</p>

**Table 4.1-1 Project Consistency With Scenic Quality Policies and Zoning**

Policy	Discussion
	<p>the planting of trees, shrubs, ground cover, and other landscaping elements.</p> <p><b>Janss Road Component:</b>  <b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(4) Planted earthen berms shall take precedence over construction of walls to emphasize the natural setting</p>	<p><b>Cancer Center Component:</b>  <b>Consistent.</b> Please see Guidelines C(2).</p> <p><b>Janss Road Component:</b>  <b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(5) Screen walls shall consist of decorative materials that integrate and compliment the building’s architecture.</p>	<p><b>Cancer Center Component:</b>  <b>Consistent.</b> Please see Guidelines C(1).</p> <p><b>Janss Road Component:</b>  <b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(6) All manufactured berms shall incorporate grading techniques which emphasize a natural condition Manufactured slopes shall consist of undulating contours of various slope ratios Use of boulders and other natural native rock material is encouraged</p>	<p><b>Cancer Center Component:</b>  <b>Consistent.</b> The Cancer Center is positioned on site to utilize the existing developed portion of the site that was previously graded and developed, however grading on site would still be required. Retaining walls would be located in the northeast corner of the project site and along the southern project boundary. The retaining walls would be tiered, providing vertical relief to the visual impact of the walls. The retaining walls would be angled to mimic the existing topography on site. Further landscaping such as larger trees, scrubs, and boulders would be placed around the project site perimeter, adjacent to the retaining walls.</p> <p><b>Janss Road Component:</b>  <b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p><b>Section D- Landscape Planting</b></p>	
<p>(1) Landscaping shall be used to complement and enhance building architecture not to camouflage poor building design</p>	<p><b>Cancer Center Component:</b>  <b>Consistent.</b> As shown in Figures 3-7a and 7b, the site will provide 14 percent</p>



**Table 4.1-1 Project Consistency With Scenic Quality Policies and Zoning**

Policy	Discussion
	<p>landscape coverage, which will include the planting of trees, shrubs, ground cover, and other landscaping elements. Landscaping on site is designed to soften the visual impact of the Cancer Center and enhance building design.</p> <p><b>Janss Road Component:</b>  <b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(2) Landscaping shall be used to soften the visual impact of buildings walls grading and other site improvements.</p>	<p><b>Cancer Center Component:</b>  <b>Consistent.</b> Please see Guideline C(2).</p> <p><b>Janss Road Component:</b>  <b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(3) The type of plant material height and massing of vegetation should not dominate building structures but complement them.</p>	<p><b>Cancer Center Component:</b>  <b>Consistent.</b> Project landscaping would consist of a variety of landscaping elements such as larger trees, scrubs, and groundcover. These elements will be scattered throughout the Cancer Center site and will not substantially block views of the building.</p> <p><b>Janss Road Component:</b>  <b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(4) Plants shall be used which offer variety of color shape and species with an emphasis on drought tolerant native plant materials Plant selection shall also include an appropriate ratio of evergreen to deciduous for interest.</p>	<p><b>Cancer Center Component:</b>  <b>Consistent.</b> Please see Guidelines D(3). Discretionary approval of the Project would include a Landscape Plan Check for landscape conformance review. Additionally, as required in MM-BIO-8, invasive plant species are not permitted in the landscaping plan,</p> <p><b>Janss Road Component:</b>  <b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(5) The planting of Oak trees should be implemented wherever possible to aid in the establishment and reinforcement of the City’s image. This image can be further enhanced by the selective night time lighting of signature oak trees</p>	<p><b>Cancer Center Component:</b>  <b>Consistent.</b> While the Cancer Center component would include the removal of some oak trees, with the implementation</p>

**Table 4.1-1 Project Consistency With Scenic Quality Policies and Zoning**

Policy	Discussion
	<p>of MM-BIO-9, the Oak trees on site would be replaced. Additionally, the landscape plan includes Oak trees.</p> <p><b>Janss Road Component:</b>  <b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(6) Height of landscape planting should be controlled to maintain views of ridgelines and other scenic features from the freeways</p>	<p><b>Cancer Center Component:</b>  <b>Consistent.</b> As shown in Figure 4.1-4, views of the proposed building would be limited to the roofing and a small portion of the building’s façade. The building’s roofline is well below the views of ridgeline within Los Padres Open space. As discussed under Threshold A, the Cancer Center component would not result in significant impacts to scenic resources.</p> <p><b>Janss Road Component:</b>  <b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(7) Solid rows of landscaped screening along continuous sections of the roadway should be avoided Designs of plant materials should vary to provide interest avoiding straight rows of trees or other vegetation</p>	<p><b>Cancer Center Component:</b>  <b>Consistent.</b> Please see Guideline D(3).</p> <p><b>Janss Road Component:</b>  <b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(8) Alternate groupings of plants and open spaces to frame and preserve distant views</p>	<p><b>Cancer Center Component:</b>  <b>Consistent.</b> Please see Guideline D(3) and D(6).</p> <p><b>Janss Road Component:</b>  <b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
<p>(9) Monotonous repetitions in plant spacing should be avoided the number and distance between adjoining plants should be varied</p>	<p><b>Cancer Center Component:</b>  <b>Consistent.</b> Please see Guideline D(3).</p> <p><b>Janss Road Component:</b>  <b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>

**Table 4.1-1 Project Consistency With Scenic Quality Policies and Zoning**

Policy	Discussion
(10) Vegetation shall be planted behind and in front of buildings to soften hard edges of architectural design	<p><b>Cancer Center Component:</b>  <b>Consistent.</b> Please see Guideline D(3) and D(6).</p> <p><b>Janss Road Component:</b>  <b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>
(11) For in-fill projects, the selection of landscape material shall match of be compatible with established roadside and/ or surrounding vegetation.	<p><b>Cancer Center Component:</b>  <b>Consistent.</b> Project landscaping would consist of larger trees, including oak species, shrubs, and groundcover. The planting plan addressing project impacts to sensitive on-site vegetation, and also provides for site coverage in a comparable manner as existing adjacent medical facilities.</p> <p><b>Janss Road Component:</b>  <b>Not applicable.</b> Janss Road Component is not located within a Freeway Design Corridor.</p>

As indicated in Table 4.1-1, the Project would be consistent with the applicable goals and policies regarding scenic resources within the City General Plan’s Conservation Element, and Land Use Element. As demonstrated in the above analysis, the Project would be consistent with applicable scenic quality policies and impacts related to potential policy conflicts would be **less than significant**.

### City of Thousand Oaks Municipal Code

#### Cancer Center Site

The Cancer Center component proposes a rezone of the Cancer Center site from Rural-Exclusive (R-E-1AC) to Commercial Office (C-O). Under the new zoning of the Cancer Center site, the Cancer Center component is required to build to the development standards set forth in Municipal Code (MC) Section 9-4.1109. The Cancer Center component would be consistent with standards for setbacks, lighting, landscaping, and signage. The Cancer Center component would require Planning Commission approval of the proposed height given that the proposed medical facility would be two stories with a maximum height of 42 feet, and maximum height within the C-O zone shall not exceed two stories and 25 feet in height unless allowed by the Planning Commission. Lighting within the C-O zone is regulated by MC section 9-4.1109. Project compliance with MC section 9-4.1109 is discussed in further detail below.

Exceedance of the maximum height in the C-O zone is permitted if it is determined by the Planning Commission that the purpose of the C-O zone is met. The MC Section 9-4.1101 describes the purpose of the C-O zone is to provide professional and commercial offices that would be harmonious with adjacent residential developments and to foster developments that meet high standard of open space, concentrated buildings, parking facilities,

landscaping, and pedestrian and vehicular circulation. The Cancer Center site is surrounded by an existing three-story medical complex to the north and two-story multi-family residential development to the west. Additionally, the proposed medical office building would be smaller in scale compared to the medical complex located north of Rolling Oaks Drive. The height of the existing medical office building to the north ranges from 48.5 feet to 60.5 feet. The proposed medical facility would have a split level among two stories and would be constructed on the northern portion of the Cancer Center site, closer to existing development to the north. Given the split-level design, and the existing topography sloping upward to the south and to the west across Los Padres Drive and the adjacent multi-family residential development (the finished grade of the development sits approximately 6-10 feet higher in elevation than the proposed Cancer Center building site), the maximum height of the medical facility (42 feet) would be similar to the two-story tiered apartment buildings located to the west. The top of the apartment buildings to the west would be approximately 37 feet and 43.5 feet above the proposed grade of the medical facility. Therefore, the 42-foot maximum building height above the proposed grade of the Cancer Center site would be visually consistent with the perceived scale of the two-story multi-family residential development to the west. As previously discussed, the Cancer Center would also provide 14 percent landscape coverage (approximately 17,000 SF), parking, and internal circulation elements that would connect to existing circulation along Los Padres Drive and Rolling Oaks Drive. Despite the exceedance of the maximum allowable height in the zone, the project would be visually harmonious with the surrounding area and consistent with the purpose of the C-O zone.

In conclusion, the development of the Cancer Center would not conflict with General Plan policies governing scenic quality as demonstrated above. Additionally, the proposed height of the building would be assessed by the Planning Commission prior to approval of the proposed building height to ensure the Cancer Center is harmonious with the purpose of the C-O zone and compatible with surrounding development. Therefore, impacts would be **less than significant**.

#### Janss Road Site

Future development of the Janss Road site with residential units would alter the visual character of the existing on-site parking lot. For purposes of this CEQA analysis, it is assumed future development of 9 single-family residential units would be developed within the Janss Road site. While it is reasonably foreseeable that future development at the Janss Road site would consist of residences developed at the maximum allowable intensity of 9 residential units on the 2.15-acre site and in a manner consistent with the proposed zoning and General Plan land use designation, no specific development or site plan is proposed at this time. Once a development application for review is filed with the City and a site plan is prepared, discretionary City review and CEQA analysis would be required for project approval. At this time, it is speculative to assume the housing mix and size of units, building footprint, and/or overall design that would be developed at Janss Road site as part of this EIR.

The Project proposes a rezone of the Janss Road site from Public, Quasi-public and Institutional Lands and Facilities (PL) to Residential Planned Development. Under the new zoning, the Janss Road site would be developed consistent with the development standards set forth in Municipal Code Section 9-4.904 and will be evaluated as part of any future required discretionary review process.

A development application would need to be submitted and analyzed in detail at time of submittal. However, the City's design and review process would ensure that any future development proposed at the Janss Road site complies with the Municipal Code and is harmonious with the purpose of the Residential Planned Development rezone and is compatible with surrounding development. Therefore, it is anticipated that future development at the Janss Road site would not conflict with General Plan policies or Municipal Code regulations governing scenic quality. Therefore, the impact is considered **less than significant**.

***D) Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

Cancer Center Site

*Less-than-Significant Impact.* As described above, the Cancer Center site is currently vacant with no sources of light or glare. Surrounding sources of light and glare are typical of an area developed with commercial and residential uses, including streetlights on surface streets, internal and external building lights emanating from the adjacent commercial buildings and nearby residential uses, landscape lighting and safety lighting, building windows, and illuminated commercial signage. Sensitive receptors to light and glare in the project vicinity include the residential community located west of the Cancer Center site across Los Padres Drive, and the Rolling Oaks Residential Community to the East. The nearest residence to the Cancer Center site is approximately 75 feet west of the property line, within the Los Robles Apartments.

The Cancer Center would introduce new sources of lighting through the development of a medical facility and associated parking lot. Outdoor lighting would be installed in conformance with City codes and ordinances, applicable safety, and illumination requirements, and California Title 24 requirements. Lighting would be installed along public streets as appropriate for public safety. Limited safety and security lighting and indirect shielded lighting would also be provided.

Building materials would consist of smooth-finish stucco, concrete masonry, glass windows, and composite metal paneling. New sources of lighting would include external landscape and safety lighting in parking areas and along walkways, internal and external building lighting, illuminated building signage, and a monument sign. Lighting on the Cancer Center site would be designed to minimize illumination of the adjacent open space area and would be in compliance with Thousand Oaks Municipal Code Sections 9-4.1109, and 9-4.2405, and the Building Code, which specifies that lighting should be downcast and shielded to reduce or avoid light trespass and glare while providing the minimum required lighting to meet safety standards. During non-occupied hours, exterior building mounted/canopy lighting and exterior parking lighting would be dimmed to 20% and 30% respectively.

Monument signage would be located at Cancer Center entrances along Los Robles Drive and Rolling Oaks Drive, subject to the approval of a Sign application, which would be submitted and issued following an approval of the Project. The monument sign would be designed in accordance with Sections 9-4.1105, and 9-4.2308 of the Thousand Oaks Municipal Code. Further, the building has been sited such that primary entrances and the longest facades are oriented to the north and south. This orientation maximizes entrance visibility to visitors arriving from Rolling Oaks Drive to the north and Los Padres Drive to the west. In addition, the primary north-south building orientation would feature most interior and exterior lighting sources along the north and south facades with comparatively less lighting (and potential glare) sources along the west façade (i.e., the closest façade to existing apartments located west of Los Padres Drive) and the east façade (i.e., the nearest façade to single-family residences along Rim Rock Road to the east). An existing three-story medical center complex is located to the north of the property (and north of Rolling Oaks Drive) and undeveloped lands are located to the south of the project property line. Thus, the building orientation would minimize exposure of the nearest residential land uses to most lighting and potential glare sources (including glass windows) installed on the project site. While lighting associated with monument signage and parking lots would be visible from land uses to the west of Los Padres Drive, these sources would be relatively limited in number, and would generally be shielded and directed downward to minimize light trespass off the property, production of visible glare from exterior light fixtures, and unnecessary illumination of the night sky.

Required compliance with the City's regulatory requirements for lighting and signs would ensure the Cancer Center does not result in substantial new sources of light or glare on the Cancer Center site that would adversely affect day or nighttime views in the area. Therefore, impacts would be **less than significant**.

### Janss Road Site

**Less-than-Significant Impact.** As described above, existing lighting on the Janss Road site is limited to pole-mounted parking lot lighting. Surrounding sources of light and glare are typical of an area developed with commercial and residential uses, including streetlights on surface streets, internal and external building lights emanating from the adjacent commercial buildings and nearby residential uses, landscape lighting and safety lighting, building windows, and illuminated commercial signage. The site is bordered to the north by a medical office development, to the west by Lynn Road and Arroyo Conejo Open Space, to the east by an internal access road and parking lot, and to the south by West Janss Road and residential development. Sensitive receptors to light and glare from the Janss Road site vicinity include the residential community located south of the site and Janss Road. The nearest residence to the Janss Road site is approximately 150 feet south of the property line.

It is reasonably foreseeable that future development of the Janss Road site, which would be made possible with a discretionary City review and CEQA analysis process, would introduce new sources of lighting typical of a residential development. For purposes of this CEQA analysis, it is assumed 9 single-family residential units would be developed within the Janss Road site. It would be speculative to assume the type of housing, mix and size of units, building footprint and/or overall design that would be developed at Janss Road as part of this EIR. However, it is reasonable to assume that lighting associated with future development at the site would be in compliance with Thousand Oaks Municipal Code Sections 9-4.904, and 9-4.2405, and the Building Code which specifies that lighting should be downcast and shielded to reduce or avoid light trespass and glare while providing the minimum required lighting to meet safety standards.

Required compliance with the City's regulatory requirements for lighting would ensure that future development at the Janss Road site would not result in substantial new sources of light or glare on the Janss Road site that would adversely affect day or nighttime views in the area; therefore, impacts would be **less than significant**.

## 4.1.5 Mitigation Measures and Level of Significance After Mitigation

### ***A) Would the Project have a substantial adverse effect on a scenic vista?***

The Project would result in a less-than-significant impact on a scenic vista. No mitigation is required.

### ***B) Would the Project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

The Cancer Center component would result in a less-than-significant impact to state scenic highways. No mitigation is required.

The Janss Road component would result in no impact to state scenic highways. No mitigation is required.

**C) Would the Project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality?**

The Project would result in a less-than-significant impact related to consistency with applicable zoning and other regulations governing scenic quality. No mitigation is required.

**D) Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

The Project would result in a less-than-significant impact related light or glare. No mitigation is required.

## 4.1.6 References Cited

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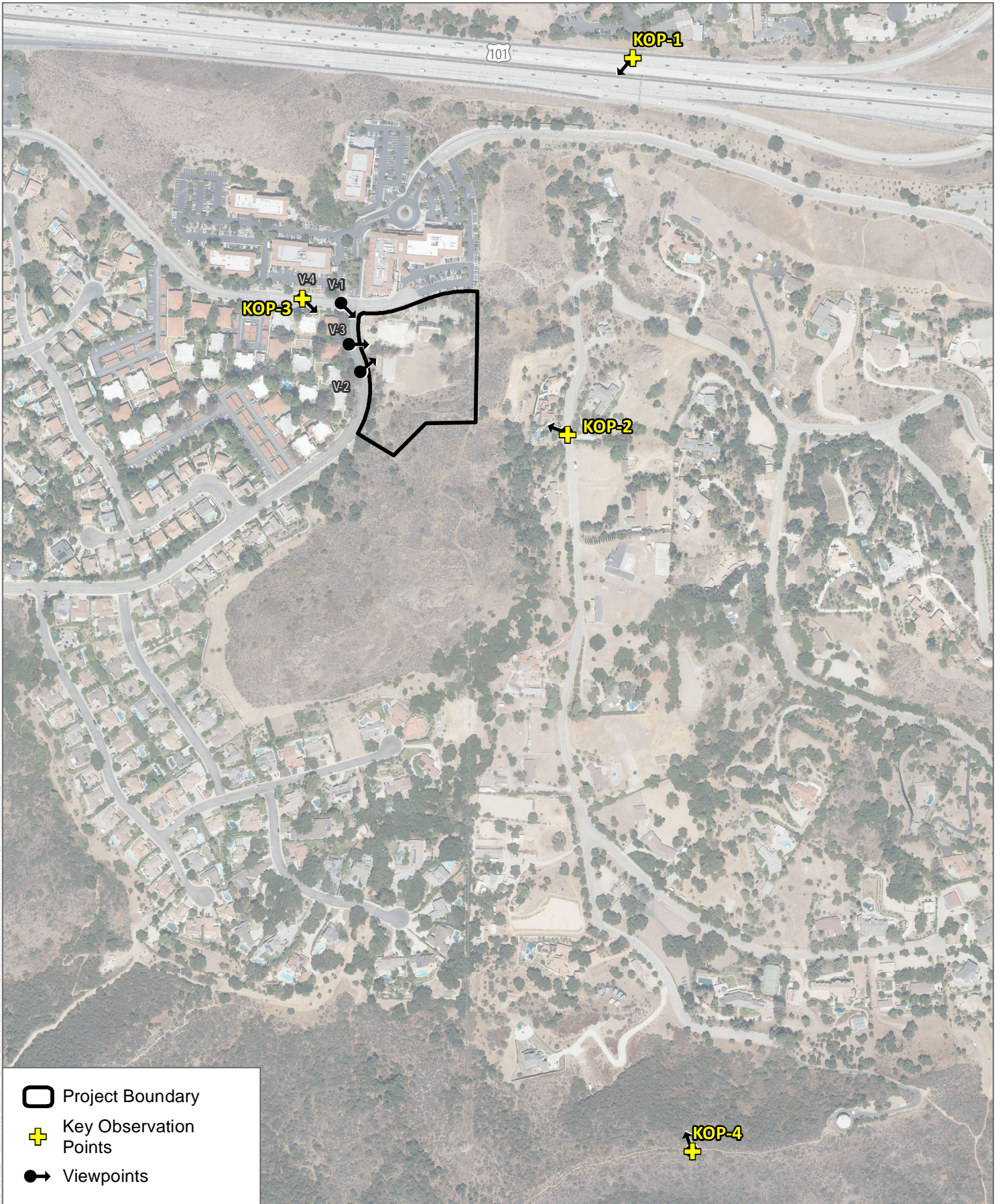
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SOURCE: Sanborn Imagery, August 2022

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Viewpoint 1: View looking southeast toward the project site from the intersection of Rolling Oaks Drive and Los Padres Drive



Viewpoint 2: View looking northeast toward the project site from Los Padres Drive

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FIGURE 4.1- 2

Existing Conditions: Viewpoint 1 Rolling Oaks Drive and Viewpoint 2 Los Padres Drive (KOP- 3)

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Viewpoint 3: View looking east toward the project site from Los Padres Drive (KOP- 3)



Viewpoint 4: View looking northwest toward the project site from Rimrock Road (KOP- 2)

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Existing Conditions



Proposed Conditions

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FIGURE 4.1- 4

Existing and Proposed Conditions from 101 Northbound (KOP-1)

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Existing Conditions



Proposed Conditions

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FIGURE 4.1- 5

Existing and Proposed Conditions from Rimrock Road (KOP-2)

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Existing Conditions



Proposed Conditions

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FIGURE 4.1- 6

Existing and Proposed Conditions from Rolling Oaks Drive (KOP-3, Viewpoint 4)

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Existing Conditions



Proposed Conditions

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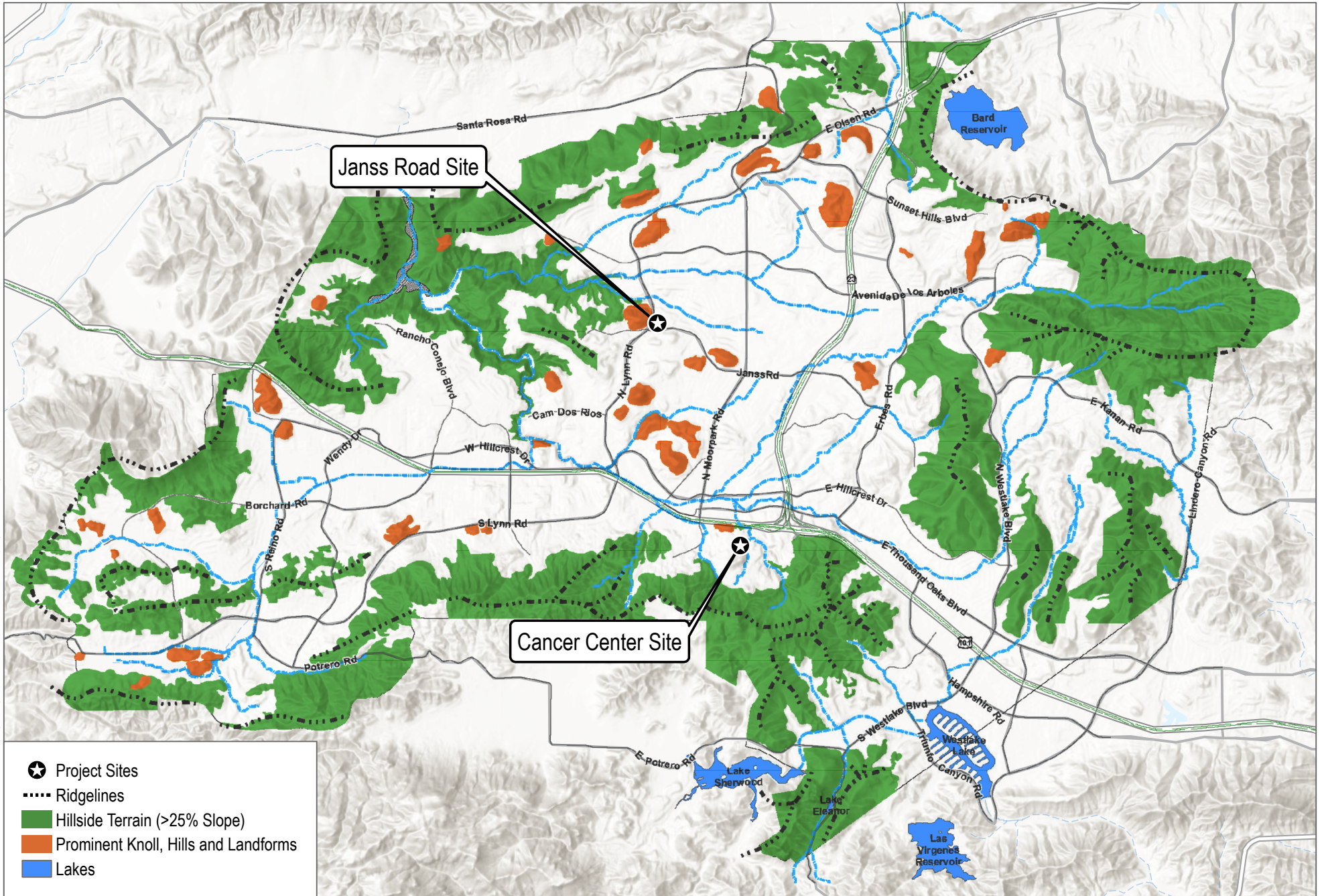
FIGURE 4.1- 7

Existing and Proposed Conditions from Los Padres Open Space (KOP-4)

EIR for Los Robles Comprehensive Cancer Center - 355 W Janss Road Land Use Change Project



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SOURCE: City of Thousand Oaks 2013



**FIGURE 4.1-8**

**Major Landforms, Drainages, and Floodplains**

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## 4.2 Air Quality

This section describes the existing air quality conditions of the Los Robles Comprehensive Cancer Center (Cancer Center site) and the 355 W Janss Road General Plan Amendment and Zone Change (Janss Road site) (collectively the “Project”) site and vicinity, identifies associated regulatory requirements, evaluates potential air quality impacts, and identifies mitigation measures (MMs) related to implementation of the Project.

In addition to the documents incorporated by reference (see Section 2.7 of Chapter 2 of this environmental impact report [EIR]), the following analysis is based, in part, on the following sources:

- Air Quality and GHG Emissions Technical Report, prepared by Dudek in October 2023 (Appendix B).

Other sources consulted are listed in Section 4.2.6, References Cited.

### 4.2.1 Existing Conditions

#### 4.2.1.1 Environmental Setting

The Project sites are located within the South Central Coast Air Basin (SCCAB).

##### 4.2.1.1.1 Meteorological and Topographical Conditions

The primary factors that determine air quality are the locations of air pollutant sources and the amounts of pollutants emitted. Meteorological and topographical conditions, however, also are important. Factors such as wind speed and direction, air temperature gradients and sunlight, and precipitation and humidity interact with physical landscape features to determine the movement and dispersal of criteria air pollutants. The analysis was prepared in accordance with the Ventura County Air Pollution Control District (VCAPCD) Air Quality Assessment Guidelines. These factors are described below.

Ventura County is in the SCCAB, which comprises Ventura County, Santa Barbara County, and San Luis Obispo County. Ventura County often exhibits weak vertical and horizontal dispersion characteristics, which limit the dispersion of emissions and cause increased ambient air pollutant levels. Persistent temperature inversions prevent vertical dispersion. An inversion acts as a “ceiling” that prevents pollutants from rising and dispersing. Mountain ranges act as “walls” that inhibit horizontal dispersion of air pollutants (VCAPCD 2003). The diurnal land/sea breeze pattern common in Ventura County recirculates air contaminants. Air pollutants are pushed toward the ocean during the early morning by the land breeze and to the east during the afternoon by the sea breeze. This creates a “sloshing” effect, causing pollutants to remain in the area for several days. Residual emissions from previous days accumulate and chemically react with new emissions in the presence of sunlight, thereby increasing ambient air pollutant levels. This pollutant sloshing effect happens predominantly from May through October (smog season). Air temperatures are usually higher and sunlight more intense during the smog season. This explains why Ventura County experiences the most exceedances of the state and federal ozone (O<sub>3</sub>) standards during this 6-month period (VCAPCD 2003).

#### Temperature, Sunlight, and Ozone Production

Solar radiation and temperature are particularly important in the chemistry of O<sub>3</sub> formation. The SCCAB averages over 260 sunny days per year. Photochemical air pollution (primarily O<sub>3</sub>) results from the atmospheric reactive

organic gases (ROGs) and nitrogen dioxide (NO<sub>2</sub>) under the influence of sunlight. O<sub>3</sub> concentrations are very dependent on the amount of solar radiation, especially during late spring, summer, and early fall. O<sub>3</sub> levels typically peak in the afternoon. After the sun goes down, the chemical reaction between nitrous oxide and O<sub>3</sub> begins to dominate. This reaction tends to reduce O<sub>3</sub> concentrations in the metropolitan areas through the early morning hours. At sunrise, oxides of nitrogen (NO<sub>x</sub>) tend to peak, partly due to low levels of O<sub>3</sub> at this time and also due to the morning commuter vehicle emissions of NO<sub>x</sub>.

Reaction rates generally increase with temperature, which results in greater O<sub>3</sub> production at higher temperatures. However, extremely hot temperatures can “lift” or “break” the inversion layer. Typically, if the inversion layer remains intact, O<sub>3</sub> levels peak in the late afternoon. If the inversion layer breaks and the resultant afternoon winds occur, O<sub>3</sub> levels peak in the early afternoon and decrease in the late afternoon as the contaminants are dispersed or transported out of the SCCAB. O<sub>3</sub> levels are low during winter periods when there is much less sunlight to drive the photochemical reaction.

### Precipitation, Humidity, and Fog

Precipitation and fog can result in the reduction or increase in some pollutant concentrations. For instance, O<sub>3</sub> needs sunlight for its formation, and clouds and fog can block the required solar radiation. In addition, wet fogs can cleanse the air during winter as moisture collects on particles and deposits them on the ground. Fog with less moisture content, however, can contribute to the formation of secondary ammonium nitrate particulate matter.

The winds and unstable air conditions experienced during the passage of winter storms result in periods of low pollutant concentrations. Between winter storms, high pressure and light winds allow cold, moist air to pool on the San Joaquin Valley floor, resulting in strong low-level temperature inversions and very stable air conditions, which can lead to Tule fog. Wintertime conditions favorable to fog formation are also conditions favorable to high concentrations of particulate matter.

### Urban Heat Island Effect

The “urban heat island” refers to the effect of urbanized areas on surface and air temperature compared to their rural surroundings. Buildings, roads, and other hardscape create an island of higher temperatures within the regional landscape. As described by the U.S. Environmental Protection Agency (EPA), “urban heat islands are caused by development and the changes in radiative and thermal properties of urban infrastructure as well as the impacts buildings can have on the local microclimate—for example tall buildings can slow the rate at which cities cool off at night. Heat islands are influenced by a city’s geographic location and by local weather patterns, and their intensity changes on a daily and seasonal basis” (EPA 2008). The term is generally used to refer to community-wide effects, particularly for large metropolitan cities. The potential adverse effects of the urban heat island effect include increased energy consumption, elevated emissions of air pollutants and greenhouse gases (GHGs), compromised human health and comfort, and impaired water quality. Increased temperatures due to the urban heat island effect may also lead to increased energy consumption, which has implications for air quality and GHG emissions. In addition to energy-related increases in air emissions, elevated air temperatures increase the rate of ground-level O<sub>3</sub> formation. Communities have adopted various strategies to deal with these environmental impacts, such as increasing vegetation and using more energy-efficient building materials. These strategies are often part of more general energy savings or sustainability practices and are not identified as urban heat island effect mitigation, but nevertheless they provide the benefits of reducing surface and atmospheric heat islands.

### 4.2.1.1.2 Pollutants and Effects

#### Criteria Air Pollutants

Criteria air pollutants are defined as pollutants for which the federal and state governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. The federal and state standards have been set, with an adequate margin of safety, at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include O<sub>3</sub>, NO<sub>2</sub>, carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM<sub>10</sub>), particulate matter with an aerodynamic diameter less than or equal to 2.5 microns (PM<sub>2.5</sub>), and lead. ROG (also referred to as volatile organic compounds [VOCs])<sup>1</sup> and NO<sub>x</sub> are also important because they are precursors to O<sub>3</sub>. These pollutants, as well as toxic air contaminants (TACs), are discussed in the following paragraphs.<sup>2</sup> In California, sulfates, vinyl chloride, hydrogen sulfide, and visibility-reducing particles are also regulated as criteria air pollutants.

**Ozone.** O<sub>3</sub> in the troposphere causes numerous adverse health effects; short-term exposures (lasting for a few hours) to O<sub>3</sub> at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, respiratory symptoms, worsening of lung disease leading to premature death, increased susceptibility to infections, inflammation of and damage to the lung tissue, and some immunological changes (EPA 2013; CARB 2019a). These health problems are particularly acute in sensitive receptors such as the sick, older adults, and young children.

Inhalation of O<sub>3</sub> causes inflammation and irritation of the tissues lining human airways, causing and worsening a variety of symptoms. Exposure to O<sub>3</sub> can reduce the volume of air that the lungs breathe in and cause shortness of breath. O<sub>3</sub> in sufficient doses increases the permeability of lung cells, rendering them more susceptible to toxins and microorganisms. The occurrence and severity of health effects from O<sub>3</sub> exposure vary widely among individuals, even when the dose and the duration of exposure are the same. Research shows adults and children who spend more time outdoors participating in vigorous physical activities are at greater risk from the harmful health effects of O<sub>3</sub> exposure. While there are relatively few studies of O<sub>3</sub>'s effects on children, the available studies show that children are no more or less likely to suffer harmful effects than adults. However, there are a number of reasons why children may be more susceptible to O<sub>3</sub> and other pollutants. Children and teens spend nearly twice as much time outdoors and engaged in vigorous activities as adults. Children breathe more rapidly than adults and inhale more pollution per pound of their body weight than adults. Also, children are less likely than adults to notice their own symptoms and avoid harmful exposures. Further research may be able to better distinguish between health effects in children and adults. Children, adolescents, and adults who exercise or work outdoors where O<sub>3</sub> concentrations are the highest are at the greatest risk of harm from this pollutant (CARB 2019a).

A number of population groups are potentially at increased risk for O<sub>3</sub> exposure effects. In the ongoing review of O<sub>3</sub>, EPA has identified populations as having adequate evidence for increased risk from O<sub>3</sub> exposures include individuals with asthma, younger and older age groups, individuals with reduced intake of certain nutrients such as Vitamins C and E, and outdoor workers. There is suggestive evidence for other potential factors, such as variations in genes related to oxidative metabolism or inflammation, gender, socioeconomic status, and obesity. However further evidence is needed (SCAQMD 2017).

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<sup>1</sup> The VCAPCD threshold is set for ROG. However, ROG and VOC are generally considered equivalent for CEQA analyses; as such, ROG and VOC are used interchangeably in this analysis.

<sup>2</sup> The descriptions of each of the criteria air pollutants and associated health effects are based on EPA's Criteria Air Pollutants (EPA 2016) and the California Air Resources Board's Glossary of Air Pollution Terms (CARB 2016a).

The adverse effects reported with short-term O<sub>3</sub> exposure are greater with increased activity because activity increases the breathing rate and the volume of air reaching the lungs, resulting in an increased amount of O<sub>3</sub> reaching the lungs. Children may be a particularly vulnerable population to air pollution effects because they spend more time outdoors, are generally more active, and have a higher specific ventilation relative to their body weight, compared to adults (SCAQMD 2017).

**Nitrogen Dioxide.** A large body of health science literature indicates that exposure to NO<sub>2</sub> can induce adverse health effects. The strongest health evidence, and the health basis for the ambient air quality standards for NO<sub>2</sub>, is results from controlled human exposure studies that show that NO<sub>2</sub> exposure can intensify responses to allergens in allergic asthmatics. In addition, a number of epidemiological studies have demonstrated associations between NO<sub>2</sub> exposure and premature death, cardiopulmonary effects, decreased lung function growth in children, respiratory symptoms, emergency room visits for asthma, and intensified allergic responses. Infants and children are particularly at risk because they have disproportionately higher exposure to NO<sub>2</sub> than adults due to their greater breathing rate for their body weight and their typically greater outdoor exposure duration. Several studies have shown that long-term NO<sub>2</sub> exposure during childhood, the period of rapid lung growth, can lead to smaller lungs at maturity in children compared to those with lower levels of exposure. In addition, children with asthma have a greater degree of airway responsiveness compared with adult asthmatics. In adults, the greatest risk is to people who have chronic respiratory diseases, such as asthma and chronic obstructive pulmonary disease (CARB 2019b).

**Carbon Monoxide.** CO is harmful because it binds to hemoglobin in the blood, reducing the ability of blood to carry oxygen. This interferes with oxygen delivery to the body's organs. The most common effects of CO exposure are fatigue, headaches, confusion and reduced mental alertness, light-headedness, and dizziness due to inadequate oxygen delivery to the brain. For people with cardiovascular disease, short-term CO exposure can further reduce their body's already compromised ability to respond to the increased oxygen demands of exercise, exertion, or stress. Inadequate oxygen delivery to the heart muscle leads to chest pain and decreased exercise tolerance. Unborn babies whose mothers experience high levels of CO exposure during pregnancy are at risk of adverse developmental effects. Unborn babies, infants, elderly people, and people with anemia or with a history of heart or respiratory disease are most likely to experience health effects with exposure to elevated levels of CO (CARB 2019c).

**Sulfur Dioxide.** SO<sub>2</sub> is an irritant gas that attacks the throat and lungs and can cause acute respiratory symptoms and diminished ventilator function in children. When combined with particulate matter (PM), SO<sub>2</sub> can injure lung tissue and reduce visibility and the level of sunlight. SO<sub>2</sub> can worsen asthma resulting in increased symptoms, increased medication usage, and increased emergency room visits.

Controlled human exposure and epidemiological studies show that children and adults with asthma are more likely to experience adverse responses with SO<sub>2</sub> exposure, compared with the non-asthmatic population. Effects at levels near the 1-hour standard are those of asthma exacerbation, including bronchoconstriction accompanied by symptoms of respiratory irritation such as wheezing, shortness of breath, and chest tightness, especially during exercise or physical activity. Also, exposure at elevated levels of SO<sub>2</sub> (above 1 part per million) results in increased incidence of pulmonary symptoms and disease, decreased pulmonary function, and increased risk of mortality. The elderly and people with cardiovascular disease or chronic lung disease (such as bronchitis or emphysema) are most likely to experience these adverse effects (CARB 2019d).

SO<sub>2</sub> is of concern both because it is a direct respiratory irritant and because it contributes to the formation of sulfate and sulfuric acid in PM (NRC 2005). People with asthma are of particular concern, both because they have increased baseline airflow resistance and because their SO<sub>2</sub>-induced increase in resistance is greater than that of

healthy people, and it increases with the severity of their asthma (NRC 2005). SO<sub>2</sub> is thought to induce airway constriction via neural reflexes involving irritant receptors in the airways (NRC 2005).

## Particulate Matter

A number of adverse health effects have been associated with exposure to both PM<sub>2.5</sub> and PM<sub>10</sub>. For PM<sub>2.5</sub>, short-term exposures (up to 24 hours in duration) have been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days. These adverse health effects have been reported primarily in infants, children, and older adults with preexisting heart or lung diseases. In addition, of all of the common air pollutants, PM<sub>2.5</sub> is associated with the greatest proportion of adverse health effects related to air pollution, both in the United States and worldwide based on the World Health Organization's Global Burden of Disease project. Short-term exposures to PM<sub>10</sub> have been associated primarily with worsening of respiratory diseases, including asthma and chronic obstructive pulmonary disease, leading to hospitalization and emergency department visits (CARB 2017).

Long-term (months to years) exposure to PM<sub>2.5</sub> has been linked to premature death, particularly in people who have chronic heart or lung diseases, and reduced lung function growth in children. The effects of long-term exposure to PM<sub>10</sub> are less clear, although several studies suggest a link between long-term PM<sub>10</sub> exposure and respiratory mortality. The International Agency for Research on Cancer published a review in 2015 that concluded that PM in outdoor air pollution causes lung cancer (CARB 2017).

People with influenza, people with chronic respiratory and cardiovascular diseases, and older adults may suffer worsening illness and premature death as a result of breathing PM. People with bronchitis can expect aggravated symptoms from breathing PM. Children may experience a decline in lung function due to breathing in PM<sub>10</sub> and PM<sub>2.5</sub> (EPA 2009).

PM encompasses a physically and chemically diverse class of ambient air pollutants of both anthropogenic and biological origin. The PM standard is the only one of the National Ambient Air Quality Standards (NAAQS) that does not target a specific chemical or family of chemical species (NRC 2005). The range of human health effects associated with ambient PM levels or demonstrated in laboratory studies has expanded from earlier concerns for total mortality and respiratory morbidity to include cardiac mortality and morbidity, blood vessel constriction, stroke, premature birth, low birth weight, retarded lung growth, enhancement of allergic responses, reduced resistance to infection, degenerative lesions in the brain, and lung cancer (EPA 2004).

**Lead.** Lead in the atmosphere occurs as PM. Sources of lead include leaded gasoline; the manufacturing of batteries, paints, ink, ceramics, and ammunition; and secondary lead smelters. Prior to 1978, mobile emissions were the primary source of atmospheric lead. Between 1978 and 1987, the phaseout of leaded gasoline reduced the overall inventory of airborne lead by nearly 95%. With the phaseout of leaded gasoline, secondary lead smelters, battery recycling, and manufacturing facilities are becoming lead-emissions sources of greater concern.

Prolonged exposure to atmospheric lead poses a serious threat to human health. Health effects associated with exposure to lead include gastrointestinal disturbances, anemia, kidney disease, and, in severe cases, neuromuscular and neurological dysfunction. Of particular concern are low-level lead exposures during infancy and childhood. Such exposures are associated with decrements in neurobehavioral performance, including intelligence quotient performance, psychomotor performance, reaction time, and growth. Children are highly susceptible to the effects of lead.

**Reactive Organic Gases.** Hydrocarbons are organic gases that are formed from hydrogen and carbon and sometimes other elements. Hydrocarbons that contribute to formation of O<sub>3</sub> are referred to and regulated as ROG (also referred to as VOCs). Combustion engine exhaust, oil refineries, and fossil-fueled power plants are the sources of hydrocarbons. Other sources of hydrocarbons include evaporation from petroleum fuels, solvents, dry cleaning solutions, and paint.

The primary health effects of ROG result from the formation of O<sub>3</sub> and its related health effects. High levels of ROG in the atmosphere can interfere with oxygen intake by reducing the amount of available oxygen through displacement. Carcinogenic forms of hydrocarbons, such as benzene, are considered TACs. There are no separate health standards for ROG as a group.

### Non-Criteria Air Pollutants

**Toxic Air Contaminants.** A substance is considered toxic if it has the potential to cause adverse health effects in humans, including increasing the risk of cancer upon exposure, or acute and/or chronic noncancerous health effects. A toxic substance released into the air is considered a TAC. TACs are identified by federal and state agencies based on a review of available scientific evidence. In the State of California, TACs are identified through a two-step process that was established in 1983 under the Toxic Air Contaminant Identification and Control Act. This two-step process of risk identification and risk management and reduction was designed to protect residents from the health effects of toxic substances in the air. In addition, the California Air Toxics “Hot Spots” Information and Assessment Act, Assembly Bill (AB) 2588, was enacted by the legislature in 1987 to address public concern over the release of TACs into the atmosphere. The law requires facilities emitting toxic substances to provide local air pollution control districts with information that will allow an assessment of the air toxics problem, identification of air toxics emissions sources, location of resulting hotspots, notification of the public exposed to significant risk, and development of effective strategies to reduce potential risks to the public over 5 years.

Examples include certain aromatic and chlorinated hydrocarbons, certain metals, and asbestos. TACs are generated by a number of sources, including stationary sources such as dry cleaners, gas stations, combustion sources, and laboratories; mobile sources such as automobiles; and area sources such as landfills. Adverse health effects associated with exposure to TACs may include carcinogenic (i.e., cancer-causing) and noncarcinogenic effects. Noncarcinogenic effects typically affect one or more target organ systems and may be experienced on either short-term (acute) or long-term (chronic) exposure to a given TAC.

**Diesel Particulate Matter.** Diesel particulate matter (DPM) is part of a complex mixture that makes up diesel exhaust. Diesel exhaust is composed of two phases, gas and particle, both of which contribute to health risks. More than 90% of DPM is less than 1 micrometer in diameter (about 1/70th the diameter of a human hair), and thus is a subset of PM<sub>2.5</sub> (CARB 2016b). DPM is typically composed of carbon particles (soot, also called black carbon) and numerous organic compounds, including over 40 known cancer-causing organic substances. Examples of these chemicals include polycyclic aromatic hydrocarbons, benzene, formaldehyde, acetaldehyde, acrolein, and 1,3-butadiene (CARB 2016b). The California Air Resources Board (CARB) classified “particulate emissions from diesel-fueled engines” (i.e., DPM) (17 CCR 93000) as a TAC in August 1998. DPM is emitted from a broad range of diesel engines: on-road diesel engines of trucks, buses, and cars and off-road diesel engines, including locomotives, marine vessels, and heavy-duty construction equipment, among others. Approximately 70% of all airborne cancer risk in California is associated with DPM (CARB 2000). To reduce the cancer risk associated with DPM, CARB adopted a diesel risk reduction plan in 2000 (CARB 2000). Because it is part of PM<sub>2.5</sub>, DPM also contributes to the same noncancerous health effects as PM<sub>2.5</sub> exposure. These effects include premature death; hospitalizations and emergency department visits for exacerbated chronic heart and lung

disease, including asthma; increased respiratory symptoms; and decreased lung function in children. Several studies suggest that exposure to DPM may also facilitate development of new allergies (CARB 2016b). Those most vulnerable to noncancerous health effects are children whose lungs are still developing and the elderly who often have chronic health problems.

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

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

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

### 4.2.1.1.3 Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. People most likely to be affected by air pollution include children, the elderly, athletes, and people with cardiovascular and chronic respiratory diseases. Facilities and structures where these air pollution-sensitive people live or spend considerable amounts of time are known as sensitive receptors. Land uses where air pollution-sensitive individuals are most likely to spend time include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities (sensitive sites or sensitive land uses) (CARB 2005). The VCAPCD identifies 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 (VCAPCD 2003). The closest off-site sensitive receptor to the project site is a residence located 120 feet west of the Cancer Center site and 120 feet south of the Janss Road site.

### 4.2.1.2 Regional and Local Air Quality Conditions

#### 4.2.1.2.1 South Central Coast Air Basin Attainment Designation

Pursuant to the 1990 federal Clean Air Act amendments, EPA classifies air basins (or portions thereof) as “attainment” or “nonattainment” for each criteria air pollutant, based on whether the NAAQS have been achieved. Generally, if the recorded concentrations of a pollutant are lower than the standard, the area is classified as “attainment” for that pollutant. If an area exceeds the standard, the area is classified as “nonattainment” for that

pollutant. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated as “unclassified” or “unclassifiable.” The designation of “unclassifiable/attainment” means that the area meets the standard or is expected to be meet the standard despite a lack of monitoring data. Areas that achieve the standards after a nonattainment designation are re-designated as maintenance areas and must have approved maintenance plans to ensure continued attainment of the standards. The California Clean Air Act, like its federal counterpart, called for the designation of areas as “attainment” or “nonattainment,” but based on California Ambient Air Quality Standards (CAAQS) rather than the NAAQS. Table 4.2-1 depicts the current attainment status of the project site with respect to the NAAQS and CAAQS, as well as the attainment classifications for the criteria pollutants are outlined in Table 4.2-1.

**Table 4.2-1. South Central Coast Air Basin Attainment Status**

Pollutant	Designation/Classification	
	National Designation	California Designation
Ozone (O <sub>3</sub> ) - 1-hour	No national standard	Nonattainment
Ozone (O <sub>3</sub> ) - 8-hour	Nonattainment/Serious	Nonattainment
Nitrogen dioxide (NO <sub>2</sub> )	Unclassifiable/attainment	Attainment
Carbon monoxide (CO)	Unclassifiable/attainment	Attainment
Sulfur dioxide (SO <sub>2</sub> )	Unclassifiable/attainment	Attainment
Respirable particulate matter (PM <sub>10</sub> )	Nonattainment	Nonattainment
Fine particulate matter (PM <sub>2.5</sub> )	Unclassifiable/attainment	Attainment
Lead (Pb) <sup>1</sup>	Unclassifiable/attainment	Attainment
Sulfates (SO <sub>4</sub> )	No national standard	Attainment
Hydrogen sulfide (H <sub>2</sub> S)	No national standard	Unclassified
Vinyl chloride <sup>1</sup>	No national standard	No designation
Visibility-reducing particles	No national standard	Unclassified

**Sources:** VCAPCD 2020; EPA 2018 (national); CARB 2019e (California).

**Notes:** Attainment = meets the standards; Attainment (maintenance) = achieve the standards after a nonattainment designation; Nonattainment = does not meet the standards; Unclassified or unclassifiable = insufficient data to classify; Unclassifiable/attainment = meets the standard or is expected to be meet the standard despite a lack of monitoring data.

<sup>1</sup> CARB has identified lead and vinyl chloride as toxic air contaminants with no threshold level of exposure for adverse health effects determined.

In summary, EPA has designated the SCCAB as a nonattainment area for the national 8-hour O<sub>3</sub> standard, and CARB has designated the SCCAB as a nonattainment area for the California 1-hour and 8-hour O<sub>3</sub> standards. The SCCAB has been designated as a nonattainment area for the California and national PM<sub>10</sub> standards. The SCCAB is designated as unclassified or attainment for all other criteria air pollutants.

#### 4.2.1.2.2 Local Ambient Air Quality

CARB, air districts, and other agencies monitor ambient air quality at approximately 250 air quality monitoring stations across the state. The VCAPCD and CARB monitor local ambient air quality at the project site. Air quality monitoring stations usually measure pollutant concentrations 10 feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. The most recent background ambient air quality data from 2019 to 2021 are presented in Table 4.2-2. The Thousand Oaks monitoring station, located at 2323 Moorpark Road, Thousand Oaks, California, 91360, is the nearest air quality monitoring station to the project site, located approximately 2.5 miles away. The data collected at this station are considered representative of the air quality experienced in the project vicinity. Air quality data for O<sub>3</sub> and PM<sub>2.5</sub> from the Thousand Oaks monitoring station are



provided in Table 4.2-2. Because NO<sub>2</sub>, CO, and PM<sub>10</sub> are not monitored at the Thousand Oaks monitoring station, NO<sub>2</sub> and PM<sub>10</sub> measurements were taken from the Simi Valley monitoring station located at 5400 Cochran Street, Simi Valley, California, 93063 (12.6 miles) and CO measurements were taken from the Reseda monitoring station located at 18330 Gault Street, Reseda, California, 91335 (19.3 miles). SO<sub>2</sub> is not currently monitored in Ventura County and data are not available. The number of days exceeding the ambient air quality standards are also shown in Table 4.2-2.

**Table 4.2-2. Local Ambient Air Quality Data**

Monitoring Station	Unit	Averaging Time	Agency/Method	Ambient Air Quality Standard	Measured Concentration by Year			Exceedances by Year		
					2019	2020	2021	2019	2020	2021
<b>Ozone (O<sub>3</sub>)</b>										
Thousand Oaks	ppm	Maximum 1-hour concentration	California	0.09	0.082	0.097	0.077	0	1	0
	ppm	Maximum 8-hour concentration	California	0.070	0.074	0.084	0.073	2	7	2
National			0.070	0.074	0.084	0.073	1	7	1	
<b>Nitrogen Dioxide (NO<sub>2</sub>)</b>										
Simi Valley	ppm	Maximum 1-hour concentration	California	0.18	0.045	0.042	0.035	0	0	0
			National	0.100	0.045	0.042	0.035	0	0	0
	ppm	Annual concentration	California	0.030	0.007	0.007	0.007	—	—	—
			National	0.053	0.007	0.007	0.007	—	—	—
<b>Carbon Monoxide (CO)</b>										
Reseda	ppm	Maximum 1-hour concentration	California	20	2.6	2.0	2.6	—	—	—
			National	35	2.6	2.0	2.6	—	—	—
	ppm	Maximum 8-hour concentration	California	9.0	2.2	1.7	1.9	—	—	—
			National	9	2.2	1.7	1.9	—	—	—
<b>Coarse Particulate Matter (PM<sub>10</sub>)<sup>a</sup></b>										
Simi Valley	µg/m <sup>3</sup>	Maximum 24-hour concentration	California	50	124.3	90.1	101.5	(4) 4.0	(6) —	(3) 3.0
			National	150	127.9	90.5	103.7	(0) 0.0	(0) 0.0	(0) 0.0
	µg/m <sup>3</sup>	Annual concentration	California	20	19.5	—	21.9	—	—	—
<b>Fine Particulate Matter (PM<sub>2.5</sub>)<sup>a</sup></b>										
Thousand Oaks	µg/m <sup>3</sup>	Maximum 24-hour concentration	National	35	24.5	36.3	29.1	(0) 0.0	(1) 1.0	(0) 0.0
	µg/m <sup>3</sup>	Annual concentration	California	12	7.2	7.5	7.6	—	—	—
			National	12.0	7.2	7.4	7.6	—	—	—

Sources: CARB 2020; EPA 2020.

**Notes:** — = not available;  $\mu\text{g}/\text{m}^3$  = micrograms per cubic meter; ND = insufficient data available to determine the value; ppm = parts per million

Data taken from CARB iADAM (<http://www.arb.ca.gov/adam>) and EPA AirData (<https://www.epa.gov/outdoor-air-quality-data>) represent the highest concentrations experienced over a given year. Exceedances of national and California standards are only shown for  $\text{O}_3$  and particulate matter. Daily exceedances for particulate matter are estimated days because  $\text{PM}_{10}$  and  $\text{PM}_{2.5}$  are not monitored daily. All other criteria pollutants did not exceed national or California standards during the years shown. There is no national standard for 1-hour  $\text{O}_3$ , annual  $\text{PM}_{10}$ , or 24-hour  $\text{SO}_2$ , nor is there a California 24-hour standard for  $\text{PM}_{2.5}$ .

$\text{SO}_2$  is not currently monitored in the County and data is not available; therefore, it is not included in the table.

Thousand Oaks Station is located at 2323 Moorpark Road, Thousand Oaks, CA, 91360.

Simi Valley Monitoring Station is located at 5400 Cochran Street, Simi Valley, CA, 93063.

Reseda Monitoring Station located at 18330 Gault Street, Reseda, CA, 91335.

<sup>a</sup> Measurements of  $\text{PM}_{10}$  and  $\text{PM}_{2.5}$  are usually collected every 6 days and every 1 to 3 days, respectively. Number of days exceeding the standards is a mathematical estimate of the number of days concentrations would have been greater than the level of the standard had each day been monitored. The numbers in parentheses are the measured number of samples that exceeded the standard.

## 4.2.2 Relevant Plans, Policies, and Ordinances

### Federal

#### Criteria Air Pollutants

The federal Clean Air Act, passed in 1970 and last amended in 1990, forms the basis for the national air pollution control effort. EPA is responsible for implementing most aspects of the Clean Air Act, including setting NAAQS for major air pollutants; setting hazardous air pollutant (HAP) standards; approving state attainment plans; setting motor vehicle emission standards; issuing stationary source emission standards and permits; and establishing acid rain control measures, stratospheric O<sub>3</sub> protection measures, and enforcement provisions. Under the Clean Air Act, NAAQS are established for the following 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 NAAQS describe acceptable air quality conditions designed to protect the health and welfare of the citizens of the nation. The NAAQS (other than for O<sub>3</sub>, NO<sub>2</sub>, SO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and those based on annual averages or arithmetic mean) are not to be exceeded more than once per year. NAAQS for O<sub>3</sub>, NO<sub>2</sub>, SO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are based on statistical calculations over 1- to 3-year periods, depending on the pollutant. The Clean Air Act requires EPA to reassess the NAAQS at least every 5 years to determine whether adopted standards are adequate to protect public health based on current scientific evidence. States with areas that exceed the NAAQS must prepare state implementation plans that demonstrate how those areas will attain the NAAQS within mandated time frames.

#### Hazardous Air Pollutants

The 1977 federal Clean Air Act amendments required EPA to identify National Emission Standards for Hazardous Air Pollutants to protect public health and welfare. HAPs include certain volatile organic chemicals, pesticides, herbicides, and radionuclides that present a tangible hazard, based on scientific studies of exposure to humans and other mammals. Under the 1990 federal Clean Air Act Amendments, which expanded the control program for HAPs, 187 substances and chemical families were identified as HAPs.

### State

#### Criteria Air Pollutants

The federal Clean Air Act delegates the regulation of air pollution control and the enforcement of the NAAQS to the states. In California, the task of air quality management and regulation has been legislatively granted to CARB, with subsidiary responsibilities assigned to air quality management districts and air pollution control districts at the regional and county levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for ensuring implementation of the California Clean Air Act of 1988, responding to the federal Clean Air Act, and regulating emissions from motor vehicles and consumer products.

CARB has established CAAQS, which are generally more restrictive than the NAAQS. As stated previously, an ambient air quality standard defines the maximum amount of a pollutant averaged over a specified period of time that can be present in outdoor air without harm to the public's health. For each pollutant, concentrations must be below the relevant CAAQS before a basin can attain the corresponding CAAQS. Air quality is considered "in attainment" if pollutant levels are continuously below the CAAQS and violate the standards no more than once each year. The CAAQS for O<sub>3</sub>, CO, SO<sub>2</sub> (1-hour and 24-hour), NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> and visibility-reducing particles are values that are not to be exceeded.

The VCAPCD has based their thresholds of significance for California Environmental Quality Act (CEQA) purposes on the levels that scientific and factual data demonstrate that the air basin can accommodate without affecting the attainment date for the NAAQS or CAAQS. Since an ambient air quality standard is based on maximum pollutant levels in outdoor air that would not harm the public's health, and air district thresholds pertain to attainment of the ambient air quality standard, this means that the thresholds established by air districts are also protective of human health. All others are not to be equaled or exceeded. The NAAQS and CAAQS are presented in Table 4.2-3.

**Table 4.2-3. Ambient Air Quality Standards**

Pollutant	Averaging Time	California Standards <sup>a</sup>	National Standards <sup>b</sup>	
		Concentration <sup>c</sup>	Primary <sup>c,d</sup>	Secondary <sup>c,e</sup>
O <sub>3</sub>	1 hour	0.09 ppm (180 µg/m <sup>3</sup> )	–	Same as Primary Standard <sup>f</sup>
	8 hours	0.070 ppm (137 µg/m <sup>3</sup> )	0.070 ppm (137 µg/m <sup>3</sup> ) <sup>f</sup>	
NO <sub>2</sub> <sup>g</sup>	1 hour	0.18 ppm (339 µg/m <sup>3</sup> )	0.100 ppm (188 µg/m <sup>3</sup> )	Same as Primary Standard
	Annual Arithmetic Mean	0.030 ppm (57 µg/m <sup>3</sup> )	0.053 ppm (100 µg/m <sup>3</sup> )	
CO	1 hour	20 ppm (23 mg/m <sup>3</sup> )	35 ppm (40 mg/m <sup>3</sup> )	None
	8 hours	9.0 ppm (10 mg/m <sup>3</sup> )	9 ppm (10 mg/m <sup>3</sup> )	
SO <sub>2</sub> <sup>h</sup>	1 hour	0.25 ppm (655 µg/m <sup>3</sup> )	0.075 ppm (196 µg/m <sup>3</sup> )	–
	3 hours	–	–	0.5 ppm (1,300 µg/m <sup>3</sup> )
	24 hours	0.04 ppm (105 µg/m <sup>3</sup> )	0.14 ppm (for certain areas) <sup>g</sup>	–
	Annual	–	0.030 ppm (for certain areas) <sup>g</sup>	–
PM <sub>10</sub> <sup>i</sup>	24 hours	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	Same as Primary Standard
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>	–	
PM <sub>2.5</sub> <sup>i</sup>	24 hours	–	35 µg/m <sup>3</sup>	Same as Primary Standard
	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	12.0 µg/m <sup>3</sup>	
Lead <sup>j,k</sup>	30-day Average	1.5 µg/m <sup>3</sup>	–	–
	Calendar Quarter	–	1.5 µg/m <sup>3</sup> (for certain areas) <sup>k</sup>	Same as Primary Standard
	Rolling 3-Month Average	–	0.15 µg/m <sup>3</sup>	
Hydrogen sulfide	1 hour	0.03 ppm (42 µg/m <sup>3</sup> )	–	–
Vinyl chloride <sup>l</sup>	24 hours	0.01 ppm (26 µg/m <sup>3</sup> )	–	–
Sulfates	24 hours	25 µg/m <sup>3</sup>	–	–
Visibility reducing particles	8 hours (10:00 a.m. to 6:00 p.m. PST)	Insufficient amount to produce an extinction coefficient of 0.23 per kilometer due to the number of particles when the relative humidity is less than 70%	–	–

Source: CARB 2016c.

Notes: µg/m<sup>3</sup> = micrograms per cubic meter; mg/m<sup>3</sup> = milligrams per cubic meter; ppm = parts per million by volume; O<sub>3</sub> = ozone; NO<sub>2</sub> = nitrogen dioxide; CO = carbon monoxide; SO<sub>2</sub> = sulfur dioxide; PM<sub>10</sub> = particulate matter with an aerodynamic diameter less than or equal to 10 microns; PM<sub>2.5</sub> = particulate matter with an aerodynamic diameter less than or equal to 2.5 microns.

<sup>a</sup> California standards for O<sub>3</sub>, CO, SO<sub>2</sub> (1-hour and 24-hour), NO<sub>2</sub>, suspended particulate matter (PM<sub>10</sub>, PM<sub>2.5</sub>), and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. CAAQS are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

<sup>b</sup> National standards (other than O<sub>3</sub>, NO<sub>2</sub>, SO<sub>2</sub>, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once per year. The O<sub>3</sub> standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over 3 years, is equal to or less than the standard. For

- PM<sub>10</sub>, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m<sup>3</sup> is equal to or less than 1. For PM<sub>2.5</sub>, the 24-hour standard is attained when 98% of the daily concentrations, averaged over 3 years, are equal to or less than the standard.
- c Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based on a reference temperature of 25 °C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25 °C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
  - d National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.
  - e National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
  - f On October 1, 2015, the national 8-hour O<sub>3</sub> primary and secondary standards were lowered from 0.075 to 0.070 ppm.
  - g To attain the national 1-hour standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 parts per billion (ppb). Note that the national 1-hour standard is in units of ppb. California standards are in units of ppm. To directly compare the national 1-hour standard to the California standards, the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
  - h On June 2, 2010, a new 1-hour SO<sub>2</sub> standard was established, and the existing 24-hour and annual primary standards were revoked. To attain the national 1-hour standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO<sub>2</sub> national standards (24-hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated nonattainment of the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
  - i On December 14, 2012, the national annual PM<sub>2.5</sub> primary standard was lowered from 15 µg/m<sup>3</sup> to 12.0 µg/m<sup>3</sup>. The existing national 24-hour PM<sub>2.5</sub> standards (primary and secondary) were retained at 35 µg/m<sup>3</sup>, as was the annual secondary standard of 15 µg/m<sup>3</sup>. The existing 24-hour PM<sub>10</sub> standards (primary and secondary) of 150 µg/m<sup>3</sup> were also retained. The form of the annual primary and secondary standards is the annual mean averaged over 3 years.
  - j CARB has identified lead and vinyl chloride as TACs 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.
  - k The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m<sup>3</sup> as a quarterly average) remains in effect until 1 year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

## Toxic Air Contaminants

The state Air Toxics Program was established in 1983 under Assembly Bill (AB) 1807. The California TAC list identifies more than 200 pollutants, of which carcinogenic and noncarcinogenic toxicity criteria have been established for a subset of these pollutants pursuant to the California Health and Safety Code. In accordance with AB 2728, the state list includes the (federal) HAPs. In 1987, the legislature enacted the Air Toxics “Hot Spots” Information and Assessment Act of 1987 (AB 2588) to address public concern over the release of TACs into the atmosphere. AB 2588 law requires facilities emitting toxic substances to provide local air pollution control districts with information that will allow an assessment of the air toxics problem, identification of air toxics emissions sources, location of resulting hotspots, notification of the public exposed to significant risk, and development of effective strategies to reduce potential risks to the public over 5 years. TAC emissions from individual facilities are quantified and prioritized. “High-priority” facilities are required to perform a health risk assessment (HRA), and if specific thresholds are exceeded, the facility operator is required to communicate the results to the public in the form of notices and public meetings.

In 2000, CARB approved a comprehensive Diesel Risk Reduction Plan to reduce diesel emissions from both new and existing diesel-fueled vehicles and engines (CARB 2000). The regulation resulted in an 80% decrease in statewide diesel health risk in 2020 compared with the diesel risk in 2000. Additional regulations apply to new trucks and diesel fuel, including the On-Road Heavy Duty Diesel Vehicle (In-Use) Regulation, the On-Road Heavy Duty (New) Vehicle Program, the In-Use Off-Road Diesel Vehicle Regulation, and the New Off-Road Compression-Ignition (Diesel) Engines and Equipment program. These regulations and programs have timetables by which manufacturers must comply and existing operators must upgrade their diesel-powered equipment. There are several Airborne Toxic Control Measures that reduce diesel emissions, including In-Use Off-Road Diesel-Fueled Fleets (13 CCR 2449 et seq.) and In-Use On-Road Diesel-Fueled Vehicles (13 CCR 2025).

## California Health and Safety Code Section 41700

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

## Safety Training on Valley Fever Assembly Bill 203

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

## Local

### Ventura County Air Pollution Control District

The VCAPCD is the regional agency responsible for the regulation and enforcement of federal, state, and local air pollution control regulations in the Ventura County portion of the SCCAB. The VCAPCD jurisdiction includes all of Ventura County.



## Air Quality Plans

VCAPCD adopted the 2022 Ventura County Air Quality Management Plan (AQMP) on December 14, 2022, which presents Ventura County's strategy to attain the 2015 federal 8-hour O<sub>3</sub> standard of 70 parts per billion as required by the federal Clean Air Act Amendments of 1990 and applicable EPA clean air regulations. This is the only federal clean air standard Ventura County would not meet by the compliance deadline of August 3, 2027. Photochemical air quality modeling indicates that Ventura County will attain the 2015 federal 8-hour O<sub>3</sub> standard by 2026 using local, state, and federal clean air programs. Additionally, EPA determined that Ventura County had attained the 2008 federal 8-hour O<sub>3</sub> standard by the 2016 AQMP's attainment date. Overall, the draft 2022 AQMP provides an updated emissions inventory, local and state air pollutant control measures, new emission forecasts and projections, a new federal conformity budget for transportation projects, and demonstration that Ventura County will attain the federal 8-hour O<sub>3</sub> standard (VCAPCD 2022).

## Applicable Rules

The VCAPCD's primary means of implementing air quality plans is by adopting and enforcing rules and regulations. Stationary sources within the jurisdiction are regulated by the VCAPCD's permit authority over such sources and through its review and planning activities. Unlike stationary source projects, which encompass very specific types of equipment, process parameters, throughputs, and controls, air emissions sources from land use development projects are mainly mobile sources (traffic) and area sources (small dispersed stationary and other non-mobile sources), including exempt (i.e., no permit required) sources such as consumer products, landscaping equipment, furnaces, and water heaters. Mixed-use land development projects may include nonexempt sources including devices such as small to large boilers, stationary internal combustion engines, gas stations, or asphalt batch plants.

Notwithstanding nonexempt stationary sources, which would be permitted on a case-by-case basis, the following regulations generally apply to land use development projects and are described below (VCAPCD 2006):

## Regulations

- **Regulation II, Permits.** This regulation includes permits for operating and construction and New Source Review requirements. New Source Review requirements of this regulation under Rule 26 are applicable to new, replacement, modified, or relocated equipment/sources.
- **Regulation IV, Rule 51, Nuisance.** This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in a public nuisance. Specifically, this rule prohibits any person from discharging quantities of air contaminants or other material from any source such that it would result in an injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public. Additionally, the discharge of air contaminants would also be prohibited where it would endanger the comfort, repose, health, or safety of any number of persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **Regulation IV, Rule 55, Fugitive Dust.** This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 55 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earth moving and grading activities.

- **Regulation IV, Rule 62.7, Asbestos: Demolition and Renovation.** The purpose of this rule is to specify work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials. The requirements for demolition and renovation activities include asbestos surveying; notification, removal procedures, and time schedules; handling and cleanup procedures; and storage, disposal, and landfilling requirements for asbestos-containing waste materials. All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings.
- **Regulation IV, Rule 74.2, Architectural Coatings.** This rule serves to limit the VOC content of architectural coatings used on projects in Ventura County. Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects in the Ventura County must comply with the current VOC standards set in this rule.
- **Regulation IV, Rule 74.29, Soil Decontamination Operations.** This rule applies to projects sites that require remediation to remove gasoline, diesel fuel, or jet fuel, including underground fuel storage tanks. Under this rule, contaminated soils that are being removed are required to be treated with a vapor suppressant or covered to minimize emissions of ROG (VOC). Soil vapor extraction, bioremediation, and bioventing of soils is also covered under this rule.

### Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SCAG serves as the federally designated metropolitan planning organization for the Southern California region and is the largest metropolitan planning organization in the United States.

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

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

been met (SCAG 2016). The VCAPCD 2016 AQMP applies the SCAG growth forecasts assumed in the 2016 RTP/SCS (SCAQMD 2017).

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

### City of Thousand Oaks

The City of Thousand Oaks adopted the Thousand Oaks General Plan 2045 (General Plan) on December 5, 2023. The General Plan provides a long-range guide for the physical development of the City’s planning area. It comprises statement goals and policies related to the community’s development and various elements that provide more detailed policies and standards in certain topic areas. The City’s Conservation Element addresses air quality and the Safety Element addresses climate resilience and the impacts of global climate change in relation to the City. The General Plan does not have an Air Quality Element. However, the City does have a general policy to achieve and maintain local and regional air quality that protects public health, safety, and welfare for those that live in the City and for its visitors.

## 4.2.3 Thresholds of Significance

The following criteria, as established in Appendix G of the CEQA Guidelines, are used to determine if a project could potentially have a significant adverse effect related to air quality. The significance criteria used to evaluate the project impacts to air quality is based on the recommendations provided in Appendix G of the CEQA Guidelines. For the purposes of this air quality analysis, a significant impact would occur if the project would (14 CCR 15000 et seq.):

- A. Conflict with or obstruct implementation of the applicable air quality plan.
- B. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.
- C. Expose sensitive receptors to substantial pollutant concentrations.
- D. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Appendix G of the CEQA Guidelines (14 CCR 15000 et seq.) indicates that, where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to determine whether the project would have a significant impact on air quality.

### Ventura County Air Pollution Control District

VCAPCD’s Guidelines recommend specific air emissions criteria and threshold levels for determining whether a project may have a significant adverse impact on air quality within the SCCAB. The project would have a significant impact if operational emissions exceed 25 pounds per day of reactive organic compounds (also referred to as ROG<sub>s</sub>, but referred to in this report as VOC<sub>s</sub>) or 25 pounds per day of NO<sub>x</sub>. The 25 pounds per day threshold for VOC<sub>s</sub> and

NO<sub>x</sub> is not intended to be applied to construction emissions because such emissions are temporary. Nevertheless, VCAPCD's Guidelines state that construction-related emissions should be mitigated if estimates of VOC or NO<sub>x</sub> emissions from heavy-duty construction equipment exceed 25 pounds per day for either VOCs or NO<sub>x</sub>. The emissions thresholds above are not applicable to equipment or operations required to have VCAPCD permits (Authority to Construct or Permit to Operate) that are generally required for stationary and portable (non-vehicular) equipment or operations that may emit air pollutants (VCAPCD 2003). The VCAPCD permit system is separate from CEQA and involves reviewing equipment design, followed by inspections, to ensure that the equipment will be built and operated in compliance with applicable VCAPCD regulations.

VCAPCD has not established quantitative thresholds for particulate matter for either operation or construction. However, VCAPCD indicates that a project that may generate fugitive dust emissions in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons; or that may endanger the comfort, repose, health, or safety of any person; or that may cause or have a natural tendency to cause injury or damage to business or property, would have a significant air quality impact. This threshold applies to the generation of fugitive dust during construction grading and excavation activities. The VCAPCD Guidelines recommend application of fugitive dust mitigation measures for all dust-generating activities. Such measures include minimizing the project disturbance area, watering the site prior to commencement of ground-disturbing activities, covering all truck loads, and limiting on-site vehicle speeds to 15 miles per hour or less (VCAPCD 2003).

## Methodology

### 4.2.3.1 Construction Emissions

Emissions from the construction phase of the project were estimated using the California Emissions Estimator Model (CalEEMod) Version 2022. Construction scenario assumptions, including phasing, equipment mix, and vehicle trips, were based on information provided by the project applicant and CalEEMod default values when project specifics were not known.

#### Cancer Center Site

For purposes of estimating project emissions, and based on information provided by the project applicant, it had been contemplated that construction of the project may have commenced as early as February 2024<sup>3</sup> and would last approximately 18 months, ending in August 2025. The analysis contained herein is based on the following assumptions (duration of phases is approximate):

- **Demolition:** approximately 29 days (2/1/2024 – 3/1/2024)
- **Grading:** approximately 90 days (3/1/2024 – 5/30/2024 )
- **Building construction:** approximately 428 days (5/30/2024 – 8/1/2025)
- **Paving and landscaping:** approximately 113 days (within Building construction)
- **Architectural coating:** approximately 120 days (12/11/2024 – 4/10/2025)

There would be approximately 30,335 cubic yards of cut and 17,865 cubic yards of fill, resulting in 12,470 cubic yards of export during the grading phase. As a project design feature, the project has committed to using Tier 4

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<sup>3</sup> The analysis assumes a construction start date of February 2024, which represents the earliest date construction would initiate. Assuming the earliest start date for construction represents the worst-case scenario for criteria air pollutant and GHG emissions because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

Final certified construction equipment. The construction equipment mix and vehicle trips used for estimating the project-generated construction emissions were provided by the general contractor for the project and are shown in Table 4.2-4. These assumptions are included as Appendix B.

**Table 4.2-4. Construction Scenario Assumptions - Cancer Center Site**

Construction Phase	One-Way Vehicle Trips			Equipment			
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Average Daily Haul Truck Trips	Equipment Type	Quantity	Usage Hours	Days Used
Demolition	16	4	14	Excavators	1	8	15
				Rubber-Tired Dozers	1	8	14
Grading	16	4	196	Excavators	1	8	30
				Rubber-Tired Dozers	1	8	10
				Tractors/Loaders/Backhoes	3	8	50
Building Construction	20	10	0	Cranes	1	7	20
				Forklifts	2	8	14
				Tractors/Loaders/Backhoes	1	7	90
				Welders	2	8	30
				No Equipment	0	0	275
Paving	20	4	0	Pavers	1	4	36
				Paving Equipment	1	6	30
				Rollers	1	6	30
				Tractors/Loaders/Backhoes	1	8	113
Architectural Coating	4	2	0	No Equipment	0	0	120

**Notes:** See Appendix B for details.

The project would implement dust control strategies in accordance with VCAPCD Rule 55. To reflect implementation of proposed dust control strategies, the following was assumed in CalEEMod:

- Water exposed area two times per day (55% reduction in PM<sub>10</sub> and PM<sub>2.5</sub>).
- Limit on-site unpaved road travel to 25 miles per hour (44% reduction in PM<sub>10</sub> and PM<sub>2.5</sub>).

Janss Road Site

For purposes of estimating project emissions, and based on information provided by the project applicant, it is assumed that construction of the project would commence in February 2027<sup>4</sup> and would last approximately 13 months, ending in February 2028. The analysis contained herein is based on the following assumptions (duration of phases is approximate):

- Demolition (1 month)
- Site Preparation (1 week)
- Grading (2 weeks)
- Building construction (11 months)
- Paving (2 weeks)
- Architectural coating (2 weeks)

As there is no development plan for the Janss Road site, no cut or fill was assumed. The existing parking lot would need to be removed during the demolition phase and is expected to result in 3,512 tons of debris to be hauled off site. As a project design feature, the project has committed to using Tier 4 Final certified construction equipment. As no development plan or general contractor is selected for the Janss Road site, the CalEEMod default construction assumptions were used based on the buildout of 9 single-family homes. The construction equipment mix and vehicle trips used for estimating the project-generated construction emissions are shown in Table 4.2-5.

**Table 4.2-5. Construction Scenario Assumptions - Janss Road Site**

Construction Phase	One-Way Vehicle Trips			Equipment		
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Average Daily Haul Truck Trips	Equipment Type	Quantity	Usage Hours
Demolition	14	4	36	Concrete/Industrial Saws	1	8
				Tractors/Loaders/Backhoes	3	8
				Rubber Tired Dozers	1	8
Site Preparation	8	4	0	Graders	1	8
				Scrapers	1	8
				Tractors/Loaders/Backhoes	1	7
Grading	10	4	0	Graders	1	8
				Rubber Tired Dozers	1	8
				Tractors/Loaders/Backhoes	2	7

<sup>4</sup> The analysis assumes a construction start date of February 2027, which represents the earliest date construction would initiate. Assuming the earliest start date for construction represents the worst-case scenario for criteria air pollutant and GHG emissions because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

**Table 4.2-5. Construction Scenario Assumptions - Janss Road Site**

Construction Phase	One-Way Vehicle Trips			Equipment		
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Average Daily Haul Truck Trips	Equipment Type	Quantity	Usage Hours
Building Construction	4	4	0	Cranes	1	8
				Forklifts	2	7
				Generator Sets	1	8
				Tractors/Loaders/Backhoes	1	6
				Welders	3	8
Paving	16	4	0	Cement and Mortar Mixers	1	8
				Pavers	1	8
				Paving Equipment	1	8
				Rollers	2	8
				Tractors/Loaders/Backhoes	1	8
Architectural Coating	2	4	0	Air Compressors	1	6

**Notes:** See Appendix B for details.

The project would implement dust control strategies in accordance with VCAPCD Rule 55. To reflect implementation of proposed dust control strategies, the following was assumed in CalEEMod:

- Water exposed area two times per day (55% reduction in PM<sub>10</sub> and PM<sub>2.5</sub>).
- Limit on-site unpaved road travel to 25 miles per hour (44% reduction in PM<sub>10</sub> and PM<sub>2.5</sub>).

### Construction Health Risk Assessment

A construction HRA was performed to evaluate potential health risk associated with construction of the project. The following discussion summarizes the dispersion modeling and HRA methodology; supporting construction HRA documentation, including detailed assumptions, is presented in Appendix B.

For risk assessment purposes, PM<sub>10</sub> in diesel exhaust is considered DPM, originating mainly from off-road equipment operating at a defined location for a given length of time at a given distance from sensitive receptors. Less-intensive, more-dispersed emissions result from on road vehicle exhaust (e.g., heavy-duty diesel trucks). For the construction HRA, the CalEEMod scenario for the Cancer Center site was adjusted to reduce diesel truck one-way trip distances to 0.25 miles to estimate emissions from truck pass-by at proximate receptors (SJVAPCD 2018).

The air dispersion modeling methodology was based on generally accepted modeling practices of VCAPCD (VCAPCD 2003). Air dispersion modeling was performed using EPA's American Meteorological Society/Environmental Protection Agency Regulatory Model (AERMOD) Version 21112 modeling system (computer software) with the Lakes Environmental Software implementation/user interface, AERMOD View Version 11.2.0. The HRA followed the Office of Environmental Health Hazard Assessment 2015 guidelines (OEHHA 2015) and VCAPCD guidance to

calculate the health risk impacts at all proximate receptors as further discussed below. The dispersion modeling included the use of standard regulatory default options. AERMOD parameters were selected consistent with the VCAPCD and EPA guidance and identified as representative of the project site activities. Principal parameters of this modeling are presented in Table 4.2-6.

**Table 4.2-6. American Meteorological Society/Environmental Protection Agency Regulatory Model Principal Parameters - Construction Health Risk Assessment**

Parameter	Details
Meteorological Data	The latest 5-year meteorological data (2015–2019) for the Thousand Oaks Station (Station ID 23130) from VCAPCD were downloaded and then input to AERMOD. For cancer or chronic noncancer risk assessments, the average cancer risk of all years modeled was used.
Urban versus Rural Option	Urban areas typically have more surface roughness, as well as structures and low-albedo surfaces that absorb more sunlight—and thus more heat—relative to rural areas. Rural dispersion option was selected based on the Auer method specified in EPA’s 40 CFR Part 51, Appendix W.
Terrain Characteristics	The terrain in the vicinity of the modeled project site is generally hilly. The elevation of the modeled site is about 808 feet above sea level. Digital elevation model files were imported into AERMOD so that complex terrain features were evaluated as appropriate.
Elevation Data	Digital elevation data were imported into AERMOD and elevations were assigned to the emission sources and receptors. Digital elevation data were obtained through AERMOD View in the U.S. Geological Survey’s National Elevation Dataset format with a 30-meter resolution.
Emission Sources and Release Parameters	Air dispersion modeling of PM from construction equipment was conducted using emissions estimated using the CalEEMod, assuming emissions would occur 8 hours per day, 6 days per week. The project area was modeled as a series of line-volume sources. On-site emissions of vehicles were also included, assuming a 0.25-mile travel distance.
Source Release Characterizations	Based on EPA methodology, the modeled line volume sources would result in a release height of 3.4 meters, a plume height of 6.8 meters, and a plume width of 8.6 meters for off-road equipment and diesel trucks (EPA 2015).
Receptors	Discrete receptors were placed over residences proximate to the project.

**Notes:** VCAPCD = Ventura County Air Pollution Control District; AERMOD = American Meteorological Society/Environmental Protection Agency Regulatory Model; EPA = U.S. Environmental Protection Agency; CFR = Code of Federal Regulations; PM = particulate matter; CalEEMod = California Emissions Estimator Model.

See Appendix B.

AERMOD was run with all sources emitting unit emissions (1 gram per second) to obtain the necessary input values for HARP2. The line of volume sources was partitioned evenly based on the 1 gram per second emission rate. The ground-level concentration plot files were then used to estimate the long-term cancer health risk to an individual, and the noncancerous chronic health indices. There is no reference exposure level for acute health impacts from DPM, and, thus, acute risk was not evaluated.

Cancer risk is defined as the increase in probability (chance) of an individual developing cancer due to exposure to a carcinogenic compound, typically expressed as the increased chances in one million. Maximum Individual Cancer Risk is the estimated probability of a maximally exposed individual potentially contracting cancer as a result of exposure to TACs over a period of 30 years for residential receptor locations. For the construction HRA, the TAC exposure period was assumed to be from third trimester of pregnancy for 18 months for all receptor locations (i.e.,



the assumed duration of project construction) for the Cancer Center site and 13 months for the Janss Road site. The exposure pathway for DPM is inhalation only.

The VCAPCD has also established noncarcinogenic risk parameters for use in HRAs because some TACs increase noncancerous health risk due to long-term (chronic) exposures and some TACs increase noncancerous health risk due to short-term (acute) exposures. Chronic exposure is evaluated in the construction HRA. Noncarcinogenic risks are quantified by calculating a hazard index, expressed as the ratio between the ambient pollutant concentration and its toxicity or reference exposure level, which is a concentration at or below which health effects are not likely to occur. The chronic hazard index is the sum of the individual substance chronic hazard indices for all TACs affecting the same target organ system. A hazard index less than 1.0 means that adverse health effects are not expected.

### 4.2.3.2 Operational Emissions

#### Cancer Center Site

Emissions from the operational phase of the project were estimated using CalEEMod Version 2022. Operational year 2025 was assumed consistent with completion of project construction.

#### Area Sources

CalEEMod was used to estimate operational emissions from area sources, including emissions from consumer product use, architectural coatings, and landscape maintenance equipment. Emissions associated with natural gas usage in space heating and water heating are calculated in the building energy use module of CalEEMod, as described in the following text.

Consumer products are chemically formulated products used by household and institutional consumers, including detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. Other paint products, furniture coatings, or architectural coatings are not considered consumer products (CAPCOA 2022). Consumer product ROG emissions are estimated in CalEEMod based on the floor area of nonresidential buildings and on the default factor of pounds of ROG per building square foot per day. For parking lot land uses, CalEEMod estimates ROG emissions associated with use of parking surface degreasers based on a square footage of parking surface area and pounds of ROG per square foot per day. The VOC emissions factor is based on the VOC content of the surface coatings, and VCAPCD Rule 74.2 (Architectural Coatings) governs the VOC content for interior and exterior coatings. The model default reapplication rate of 10% of area per year is assumed. Consistent with CalEEMod defaults, it is assumed that the surface area for painting equals 2.7 times the floor square footage, with 75% assumed for interior coating and 25% assumed for exterior surface coating (CAPCOA 2022).

Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers. The emissions associated from landscape equipment use are estimated based on CalEEMod default values for emission factors (grams per square foot of nonresidential building space per day) and number of summer days (when landscape maintenance would generally be performed) and winter days. For Ventura County, the average annual “summer” days are estimated to 180 days on CalEEMod default assumptions (CAPCOA 2022).

## Energy Sources

As represented in CalEEMod, energy sources include GHG emissions associated with building electricity and natural gas usage (non-hearth). Electricity use would contribute indirectly to GHGs, because GHG emissions occur at the site of the power plant, which is typically off site. Emissions were calculated by multiplying the energy use by the utility's carbon intensity (pounds of GHGs per megawatt-hour for electricity or 1,000 British thermal units for natural gas) for carbon dioxide (CO<sub>2</sub>) and other GHGs. Annual electricity emissions were estimated in CalEEMod using the emissions factors for Southern California Edison, which would be the energy source provider for the proposed project.

The proposed project would be subject to the 2022 standards from Title 24 of the California Code of Regulations, which went into effect on January 1, 2023. However, CalEEMod assumes compliance with the 2019 Title 24 standards. The proposed project would include electric-vehicle charging stations in accordance with the California Green Building Standards Code (CALGreen) and 2022 Title 24 standards; however, the electric-vehicle charging stations were not quantified in this analysis.

## Mobile Sources

Following completion of construction activities, the proposed project would generate criteria pollutant emissions from mobile sources (vehicular traffic) as a result of the employees working at the project site and visitors to the project. CalEEMod default data, including trip characteristics, trip lengths, and emissions factors, were used for the model inputs. Project trip rates were taken from the Institute of Transportation Engineers Trip Generation 11th Generation for land use Medical Office, consistent with the Traffic and Parking Assessment (Appendix H-1). Project-related traffic was assumed to include a mixture of vehicles in accordance with the associated use, as modeled in CalEEMod. Emissions factors representing the vehicle mix and emissions for 2025 were used to estimate emissions associated with vehicular sources. As a project design feature, the Cancer Center site would be required to prepare a transportation demand management plan. While it is not quantified herein, there may be a reduction in vehicle miles traveled from the site as a result of collocating multiple services in one location.

## Stationary Sources

The project would include a diesel emergency backup generator in case of power outages. The generator is a 1,220 horsepower Tier 2 equipped with a Level 3 diesel particulate filter. The generator was assumed to operate up to 1 hour per day and up to 50 hours per year for maintenance and testing in accordance with VCAPCD Rule 74.9.

## Operational Health Risk Assessment

An operational HRA was performed to evaluate potential health risk associated with operation of the project. The following discussion summarizes the dispersion modeling and HRA methodology; supporting operational HRA documentation, including detailed assumptions, is presented in Appendix B.

For risk assessment purposes, PM<sub>10</sub> in diesel exhaust is considered DPM and would originate from testing and maintenance of the emergency generator operating at a defined location for a given length of time at a given distance from sensitive receptors.

The air dispersion modeling methodology was based on generally accepted modeling practices of VCAPCD (VCAPCD 2003). Air dispersion modeling was performed using EPA's AERMOD Version 21112 modeling system (computer software) with the Lakes Environmental Software implementation/user interface, AERMOD View Version 11.2.0. The HRA followed the Office of Environmental Health Hazard Assessment 2015 guidelines (OEHHA 2015) and

VCAPCD guidance to calculate the health risk impacts at all proximate receptors as further discussed below. The dispersion modeling included the use of standard regulatory default options. AERMOD parameters were selected consistent with the VCAPCD and EPA guidance and identified as representative of the project site activities. Principal parameters of this modeling are presented in Table 4.2-7.

**Table 4.2-7. American Meteorological Society/Environmental Protection Agency Regulatory Model Principal Parameters - Operational Health Risk Assessment**

Parameter	Details
Meteorological Data	The latest 5-year meteorological data (2015–2019) for the Thousand Oaks Station (Station ID 23130) from VCAPCD were downloaded and then input to AERMOD. For cancer or chronic noncancer risk assessments, the average cancer risk of all years modeled was used.
Urban versus Rural Option	Urban areas typically have more surface roughness, as well as structures and low-albedo surfaces that absorb more sunlight—and thus more heat—relative to rural areas. Rural dispersion option was selected based on the Auer method specified in EPA’s 40 CFR Part 51, Appendix W.
Terrain Characteristics	The terrain in the vicinity of the modeled project site is generally hilly. The elevation of the modeled site is about 808 feet above sea level. Digital elevation model files were imported into AERMOD so that complex terrain features were evaluated as appropriate.
Elevation Data	Digital elevation data were imported into AERMOD, and elevations were assigned to the emission sources and receptors. Digital elevation data were obtained through AERMOD View in the U.S. Geological Survey’s National Elevation Dataset format with a 30-meter resolution.
Emission Sources and Release Parameters	Air dispersion modeling of PM from the emergency generator was conducted using emissions estimated using the CalEEMod, assuming emissions would occur 1 hours per day and 50 hours per year. The project area was modeled as a point source.
Source Release Characterizations	Based on a 2016 survey of the SBCAPCD’s permitted generators, the modeled generator was assumed to have a stack temperature of 880° F, a stack diameter of 0.96 feet, a release height of 11 feet, and exhaust flow rate of 9,894 cubic feet per minute (SBCAPCD 2020).
Receptors	Discrete receptors were placed over residences proximate to the project.

**Note:** VCAPCD = Ventura County Air Pollution Control District; AERMOD = American Meteorological Society/Environmental Protection Agency Regulatory Model; EPA = U.S. Environmental Protection Agency; CFR = Code of Federal Regulations; PM = particulate matter; CalEEMod = California Emissions Estimator Model; SBCAPCD = Santa Barbara County Air Pollution Control District. See Appendix B.

AERMOD was run with all sources emitting unit emissions (1 gram per second) to obtain the necessary input values for HARP2. The line of volume sources was partitioned evenly based on the 1 gram per second emission rate. The ground-level concentration plot files were then used to estimate the long-term cancer health risk to an individual, and the noncancerous chronic health indices. There is no reference exposure level for acute health impacts from DPM, and, thus, acute risk was not evaluated.

Cancer risk is defined as the increase in probability (chance) of an individual developing cancer due to exposure to a carcinogenic compound, typically expressed as the increased chances in one million. Maximum Individual Cancer Risk is the estimated probability of a maximally exposed individual potentially contracting cancer as a result of exposure to TACs over a period of 30 years for residential receptor locations. For the operational HRA, the TAC exposure period was assumed to be from third trimester of pregnancy for 30 years for all receptor locations in accordance with Office of Environmental Health Hazard Assessment guidelines (OEHHA 2015). The exposure pathway for DPM is inhalation only.

The VCAPCD has also established noncarcinogenic risk parameters for use in HRAs because some TACs increase noncancerous health risk due to long-term (chronic) exposures and some TACs increase noncancerous health risk due to short-term (acute) exposures. Chronic exposure is evaluated in the construction HRA. Noncarcinogenic risks are quantified by calculating a hazard index, expressed as the ratio between the ambient pollutant concentration and its toxicity or reference exposure level, which is a concentration at or below which health effects are not likely to occur. The chronic hazard index is the sum of the individual substance chronic hazard indices for all TACs affecting the same target organ system. A hazard index less than 1.0 means that adverse health effects are not expected.

### Janss Road Site

Emissions from the operational phase of the project were estimated using CalEEMod Version 2022. Operational year 2028 was assumed consistent with completion of project construction.

### Area Sources

CalEEMod was used to estimate operational emissions from area sources, including emissions from consumer product use, architectural coatings, and landscape maintenance equipment. Emissions associated with natural gas usage in space heating and water heating are calculated in the building energy use module of CalEEMod, as described in the following text.

Consumer products are chemically formulated products used by household and institutional consumers, including detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. Other paint products, furniture coatings, or architectural coatings are not considered consumer products (CAPCOA 2022). Consumer product ROG emissions are estimated in CalEEMod based on the floor area of residential buildings and on the default factor of pounds of ROG per building square foot per day. For parking lot land uses, CalEEMod estimates ROG emissions associated with use of parking surface degreasers based on a square footage of parking surface area and pounds of ROG per square foot per day. The VOC emissions factor is based on the VOC content of the surface coatings, and VCAPCD Rule 74.2 (Architectural Coatings) governs the VOC content for interior and exterior coatings. The model default reapplication rate of 10% of area per year is assumed. Consistent with CalEEMod defaults, it is assumed that the surface area for painting equals 2.7 times the floor square footage, with 75% assumed for interior coating and 25% assumed for exterior surface coating (CAPCOA 2022).

Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers. The emissions associated from landscape equipment use are estimated based on CalEEMod default values for emission factors (grams per square foot of nonresidential building space per day) and number of summer days (when landscape maintenance would generally be performed) and winter days. For Ventura County, the average annual “summer” days are estimated to 365 days; however, it is assumed that landscaping equipment would likely only operate during the week (not weekends), so operational days were assumed to be 180 days per year in CalEEMod (CAPCOA 2022).

### Energy Sources

As represented in CalEEMod, energy sources include GHG emissions associated with building electricity and natural gas usage (non-hearth). Electricity use would contribute indirectly to GHGs, because GHG emissions occur at the site of the power plant, which is typically off site. Emissions were calculated by multiplying the energy use by the utility’s carbon intensity (pounds of GHGs per megawatt-hour for electricity or 1,000 British thermal units for natural gas) for carbon

dioxide (CO<sub>2</sub>) and other GHGs. Annual electricity emissions were estimated in CalEEMod using the emissions factors for Southern California Edison, which would be the energy source provider for the proposed project.

The proposed project would be subject to the 2022 standards from Title 24 of the California Code of Regulations, which went into effect on January 1, 2023. However, CalEEMod assumes compliance with the 2019 Title 24 standards.

## Mobile Sources

Following completion of construction activities, the proposed project would generate criteria pollutant emissions from mobile sources (vehicular traffic) as a result of the employees working at the project site and visitors to the project. CalEEMod default data, including trip characteristics, trip rates, trip lengths, and emissions factors, were used for the model inputs. Project-related traffic was assumed to include a mixture of vehicles in accordance with the associated use, as modeled in CalEEMod. Emissions factors representing the vehicle mix and emissions for 2028 were used to estimate emissions associated with vehicular sources.

### 4.2.4 Impacts Analysis

#### *A) Would the Project conflict with or obstruct implementation of the applicable air quality plan?*

**Less-than-Significant Impact.** A project is non-conforming with an air quality plan if it conflicts with or delays implementation of any applicable attainment or maintenance plan. A project is conforming if it complies with all applicable VCAPCD rules and regulations, complies with all proposed control measures that are not yet adopted from the applicable plan, and is consistent with the growth forecasts in the applicable plan (or is directly included in the applicable plan). Zoning changes, specific plans, general plan amendments, and similar land use plan changes that do not increase dwelling unit density, do not increase vehicle trips, and do not increase vehicle miles traveled are also deemed to comply with the applicable air quality plan (VCAPCD 2003).

Consistency with land use and population forecasts in local and regional plans, including the AQMP, is required under CEQA for all projects. VCAPCD further describes consistency with the AQMP for projects subject to these guidelines, which means that direct and indirect emissions associated with a project are accounted for in the AQMP's emissions growth assumptions and the project is consistent with policies adopted in the AQMP. The 2022 AQMP was adopted by the VCAPCD Board on December 13, 2022, and is the most recent applicable air quality plan. The 2022 AQMP is the 3-year update required by the state to show how VCAPCD plans to meet the 2015 federal 8-hour O<sub>3</sub> standard (VCAPCD 2022).

#### Cancer Center Site

The AQMP relies primarily on the land use and population projections provided by SCAG and the CARB on-road emissions forecast as a basis for vehicle emission forecasting. The current zoning for the site is residential, and the project would implement a commercial use. The 2022 AQMP relied on growth projections in SCAG's 2020-2045 RTP/SCS (SCAG 2020). In 2016, SCAG estimated that the City had 70,100 jobs and in 2045 would have 80,000 jobs for an additional 9,900 jobs or 330 jobs per year.

According to the project applicant, there would be approximately 40 jobs created by the project. The project would not exceed the projected annual employment growth in the City. Therefore, the project is within the growth assumptions that underlie the emissions forecasts in the 2022 AQMP. In addition, the project and cumulative projects combined would remain consistent with the growth projections. As a result, the project would not conflict with or obstruct implementation of the AQMP, and impacts would be **less than significant**.

## Janss Road Site

The AQMP relies primarily on the land use and population projections provided by SCAG and the CARB on-road emissions forecast as a basis for vehicle emission forecasting. The current zoning for the site is Institutional, and the project would implement a residential use. The 2022 AQMP relied on growth projections in SCAG's 2020-2045 RTP/SCS (SCAG 2020). In 2016, SCAG estimated that the City had 46,000 households and in 2045 would have 51,300 households for an additional 5,300 households or 182 households per year.

The Janss Road site would include up to 9 residential units. The project would not exceed the projected annual household growth in the City. Therefore, the project is within the growth assumptions that underlie the emissions forecasts in the 2022 AQMP. In addition, the project and cumulative projects combined would remain consistent with the growth projections. As a result, the project would not conflict with or obstruct implementation of the AQMP, and impacts would be **less than significant**.

### ***B) Would the Project 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?***

**Less-than-Significant Impact.** Past, present, and future development projects may contribute to adverse air quality impacts in the SCCAB on a cumulative basis. By its nature, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and VCAPCD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are used in the determination of whether a project's individual emissions would have a cumulatively considerable contribution on air quality. If a project's emissions would exceed the applied significance thresholds, it would have a cumulatively considerable contribution. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.

Construction and operation of the project would result in emissions of criteria air pollutants, which may result in a cumulatively considerable net increase in emissions of criteria air pollutants for which the SCCAB is designated as nonattainment under the NAAQS or CAAQS. As discussed in Section 4.2.1, the SCCAB has been designated as a nonattainment area for O<sub>3</sub> and PM<sub>10</sub> under national and/or California standards. The following discussion quantitatively evaluates potential short-term construction and long-term operational impacts that would result from implementation of the project.

## Construction Emissions

**Less-than-Significant Impact.** Construction of the project would result in the temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and ROG off-gassing) and off-site sources (i.e., vendor trucks and worker vehicle trips). Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions. Therefore, such emission levels can only be approximately estimated with a corresponding uncertainty in precise ambient air quality impacts.

As discussed in Section 4.2.3.1, Construction Emissions, criteria air pollutant emissions associated with temporary construction activity were quantified using CalEEMod. Construction emissions were calculated for the estimated worst-case day over the construction period associated with each phase and reported as the maximum daily emissions estimated during construction (2024-2025 for the Cancer Center site and 2027-2028 for Janss Road site). Construction schedule assumptions, including phase type, duration, and sequencing, were based on information provided by the project applicant and are intended to represent a reasonable scenario based on the

best information available. Default values provided in CalEEMod were used where detailed project information was not available.

Implementation of the project would generate air pollutant emissions from entrained dust, off-road equipment, vehicle emissions, architectural coatings, and asphalt pavement application. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM<sub>10</sub> and PM<sub>2.5</sub> emissions. The project would implement various dust control strategies and would be required to comply with VCAPCD Rule 55 to control dust emissions generated during the grading activities. Proposed construction practices that would be employed to reduce fugitive dust emissions include watering of the active sites and unpaved roads two times per day depending on weather conditions. Internal combustion engines used by construction equipment, vendor trucks (i.e., delivery trucks), and worker vehicles would result in emissions of ROG<sub>s</sub>, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>.

Table 4.2-8 presents the estimated maximum daily construction emissions generated during construction of the Cancer Center site. Details of the emission calculations are provided in Appendix B.

**Table 4.2-8. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions - Cancer Center Site**

Year	ROG <sub>s</sub>	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
	Pounds per day					
<b>Summer</b>						
2024	0.51	3.98	16.98	0.03	3.54	1.61
2025	2.85	1.71	8.32	0.01	1.03	0.26
<b>Maximum</b>	<b>2.85</b>	<b>3.98</b>	<b>16.98</b>	<b>0.03</b>	<b>3.54</b>	<b>1.61</b>
<b>Winter</b>						
2024	2.58	3.08	7.99	0.02	0.98	0.22
2025	2.58	0.61	1.52	0.00	0.42	0.11
<b>Maximum</b>	<b>2.58</b>	<b>3.08</b>	<b>7.99</b>	<b>0.02</b>	<b>0.98</b>	<b>0.22</b>
<i>VCAPCD Threshold</i>	25	25	—	—	—	—
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	—	—	—	—

**Notes:** ROG = reactive organic gas; NO<sub>x</sub> = oxides of nitrogen; CO = carbon monoxide; SO<sub>x</sub> = sulfur oxides; PM<sub>10</sub> = particulate matter with an aerodynamic diameter less than or equal to 10 microns; PM<sub>2.5</sub> = particulate matter with an aerodynamic diameter less than or equal to 2.5 microns; VCAPCD = Ventura County Air Pollution Control District; — = no threshold for this pollutant. See Appendix B for complete results.

As shown in Table 4.2-8, project construction would not exceed 25 pounds per day of VOC or NO<sub>x</sub> emissions. Therefore, per the VCAPCD Guidelines, construction-related impacts would be **less than significant**. The maximum daily emissions during construction of Janss Road are shown in Table 4.2-9.

**Table 4.2-9. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions - Janss Road**

Year	ROG <sub>s</sub>	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
	Pounds per day					
<b>Summer</b>						
2027	0.26	3.89	13.03	0.02	0.13	0.06

**Table 4.2-9. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions - Janss Road**

Year	ROGs	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
	Pounds per day					
2028	ND	ND	ND	ND	ND	ND
<b>Maximum</b>	<b>0.26</b>	<b>3.89</b>	<b>13.03</b>	<b>0.02</b>	<b>0.13</b>	<b>0.06</b>
<b>Winter</b>						
2027	0.34	5.61	16.08	0.04	4.00	1.42
2028	8.48	3.89	13.00	0.02	0.27	0.08
<b>Maximum</b>	<b>8.48</b>	<b>5.61</b>	<b>16.08</b>	<b>0.04</b>	<b>4.00</b>	<b>1.42</b>
<i>VCAPCD Threshold</i>	25	25	—	—	—	—
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	—	—	—	—

**Notes:** ROG = reactive organic gas; NO<sub>x</sub> = oxides of nitrogen; CO = carbon monoxide; SO<sub>x</sub> = sulfur oxides; PM<sub>10</sub> = particulate matter with an aerodynamic diameter less than or equal to 10 microns; PM<sub>2.5</sub> = particulate matter with an aerodynamic diameter less than or equal to 2.5 microns; VCAPCD = Ventura County Air Pollution Control District; — = no threshold for this pollutant; ND = no data. See Appendix B for complete results.

As shown in Table 4.2-9, Janss Road site construction would not exceed 25 pounds per day of VOC or NO<sub>x</sub> emissions. Therefore, construction impacts would be **less than significant**.

### Operational Emissions

Less-than-Significant Impact.

### Cancer Center Site

Operation of the project would generate ROG, NO<sub>x</sub>, CO, sulfur oxides (SO<sub>x</sub>), PM<sub>10</sub>, and PM<sub>2.5</sub> emissions from mobile sources, including vehicle trips from passenger vehicles and heavy-duty trucks; area sources, including the use of consumer products and landscape maintenance equipment; energy sources; and stationary sources. The emissions from the emergency generator are included for disclosure purposes but should not be compared to the VCAPCD thresholds as discussed in Section 4.2.3, Thresholds of Significance, as it is a permitted source. As such, the emissions for the emergency generator are not included in the total compared to the threshold. Table 4.2-10 presents the annual area and mobile emissions associated with operation (year 2025) of the project. Details of the emission calculations are provided in Appendix B.

**Table 4.2-10. Maximum Daily Operational Criteria Air Pollutant Emissions - Cancer Center Site**

Emission Source	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
	Pounds per day					
<b>Summer</b>						
Area	1.76	0.02	2.54	<0.01	<0.01	<0.01
Energy	0.02	0.42	0.35	<0.01	0.03	0.03
Mobile	9.77	8.33	74.31	0.18	16.22	4.20
<b>Total</b>	<b>11.55</b>	<b>8.77</b>	<b>77.20</b>	<b>0.18</b>	<b>16.25</b>	<b>4.23</b>



**Table 4.2-10. Maximum Daily Operational Criteria Air Pollutant Emissions - Cancer Center Site**

Emission Source	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
	Pounds per day					
<b>Winter</b>						
Area	1.33	0.00	0.00	0.00	0.00	0.00
Energy	0.02	0.42	0.35	<0.01	0.03	0.03
Mobile	9.61	9.31	73.15	0.17	16.22	4.20
<b>Total</b>	<b>10.96</b>	<b>9.73</b>	<b>73.50</b>	<b>0.17</b>	<b>16.25</b>	<b>4.23</b>
<i>VCAPCD Threshold</i>	25	25	–	–	–	–
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	–	–	–	–
Stationary	1.00	4.48	2.55	<0.01	0.01	0.01

**Notes:** ROG = reactive organic compound; NO<sub>x</sub> = oxides of nitrogen; CO = carbon monoxide; SO<sub>x</sub> = sulfur oxides; PM<sub>10</sub> = coarse particulate matter; PM<sub>2.5</sub> = fine particulate matter; VCAPCD = Ventura County Air Pollution Control District; – = no threshold for this pollutant; <0.01 = reported value less than 0.01.

See Appendix B for complete results.

Totals may not sum due to rounding.

As shown in Table 4.2-10, the combined daily area, energy, and mobile source emissions would not exceed the VCAPCD's operational thresholds for ROG or NO<sub>x</sub>. As such, impacts would be **less than significant** for the Cancer Center site.

#### Janss Road Site

Operation of the project would generate ROG, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions from mobile sources, including vehicle trips from passenger vehicles and heavy-duty trucks; area sources, including the use of consumer products and landscape maintenance equipment; energy sources; and stationary sources. The emissions from the emergency generator are included for disclosure purposes but should not be compared to the VCAPCD thresholds as discussed in Section 4.2.3, Thresholds of Significance, as it is a permitted source. As such, the emissions for the emergency generator are not included in the total compared to the threshold. Table 4.2-11 presents the annual area and mobile emissions associated with operation (year 2028) of the project. Details of the emission calculations are provided in Appendix B.

**Table 4.2-11. Maximum Daily Operational Criteria Air Pollutant Emissions - Janss Road Site**

Emission Source	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
	Pounds per day					
<b>Summer</b>						
Area	0.45	<0.01	0.51	<0.01	<0.01	<0.01
Energy	0.01	0.10	0.04	<0.01	0.01	0.01
Mobile	0.34	0.25	2.37	0.01	0.59	0.15
<b>Total</b>	<b>0.80</b>	<b>0.35</b>	<b>2.92</b>	<b>0.01</b>	<b>0.60</b>	<b>0.16</b>
<b>Winter</b>						
Area	0.41	0.00	0.00	0.00	0.00	0.00

**Table 4.2-11. Maximum Daily Operational Criteria Air Pollutant Emissions - Janss Road Site**

Emission Source	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
	Pounds per day					
Energy	0.01	0.10	0.04	<0.01	0.01	0.01
Mobile	0.34	0.28	2.35	0.01	0.59	0.15
<b>Total</b>	<b>0.76</b>	<b>0.38</b>	<b>2.39</b>	<b>0.01</b>	<b>0.60</b>	<b>0.16</b>
<i>VCAPCD Threshold</i>	25	25	—	—	—	—
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	—	—	—	—

**Notes:** ROG = reactive organic compound; NO<sub>x</sub> = oxides of nitrogen; CO = carbon monoxide; SO<sub>x</sub> = sulfur oxides; PM<sub>10</sub> = coarse particulate matter; PM<sub>2.5</sub> = fine particulate matter; VCAPCD = Ventura County Air Pollution Control District; — = no threshold for this pollutant; <0.01 = reported value less than 0.01.

See Appendix B for complete results.

Totals may not sum due to rounding.

As shown in Table 4.2-11, the combined daily area, energy, and mobile source emissions would not exceed the VCAPCD's operational thresholds for ROG or NO<sub>x</sub>. As such, impacts would be less than significant for Janss Road site.

During operation, emissions from both the Cancer Center site and Janss Road site will occur simultaneously. Table 4.2-12 shows the combined emissions from the Cancer Center site and Janss Road site during operation.

**Table 4.2-12. Maximum Daily Operational Criteria Air Pollutant Emissions - Cancer Center Site and Janss Road Site**

Emission Source	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
	Pounds per day					
<b>Summer</b>						
Area	2.21	0.02	3.05	<0.01	<0.01	<0.01
Energy	0.03	0.52	0.39	<0.01	0.04	0.04
Mobile	10.11	8.58	76.68	0.19	16.81	4.35
<b>Total</b>	<b>12.35</b>	<b>9.12</b>	<b>80.12</b>	<b>0.19</b>	<b>16.85</b>	<b>4.39</b>
<b>Winter</b>						
Area	1.74	0.00	0.00	0.00	0.00	0.00
Energy	0.03	0.52	0.39	<0.01	0.04	0.04
Mobile	9.95	9.59	75.5	0.18	16.81	4.35
<b>Total</b>	<b>11.72</b>	<b>10.11</b>	<b>75.89</b>	<b>0.18</b>	<b>16.85</b>	<b>4.39</b>
<i>VCAPCD Threshold</i>	25	25	—	—	—	—
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	—	—	—	—
Stationary	1.00	4.48	2.55	<0.01	0.01	0.01

**Notes:** ROG = reactive organic compound; NO<sub>x</sub> = oxides of nitrogen; CO = carbon monoxide; SO<sub>x</sub> = sulfur oxides; PM<sub>10</sub> = coarse particulate matter; PM<sub>2.5</sub> = fine particulate matter; VCAPCD = Ventura County Air Pollution Control District; — = no threshold for this pollutant; <0.01 = reported value less than 0.01.

See Appendix B for complete results.

As shown in Table 4.2-12, the combined daily area, energy, and mobile source emissions would not exceed the VCAPCD's operational thresholds for ROG or NO<sub>x</sub>. As such, impacts would be **less than significant** for the Cancer Center site and Janss Road site.

### Health Effects

**Less-than-Significant Impact.** Project construction and operation would not exceed VCAPCD thresholds for ROG, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>. ROG<sub>s</sub> and NO<sub>x</sub> are precursors to O<sub>3</sub>, for which the SCCAB is designated as nonattainment with respect to the NAAQS and CAAQS. The health effects associated with O<sub>3</sub> are generally associated with reduced lung function. The contribution of ROG<sub>s</sub> and NO<sub>x</sub> to regional ambient O<sub>3</sub> concentrations is the result of complex photochemistry. The increases in O<sub>3</sub> concentrations in the SCCAB due to O<sub>3</sub> precursor emissions tend to be found downwind from the source location to allow time for the photochemical reactions to occur. However, the potential for exacerbating excessive O<sub>3</sub> concentrations would also depend on the time of year that the ROG emissions would occur because exceedances of the O<sub>3</sub> CAAQS/NAAQS tend to occur between April and October when solar radiation is highest. The holistic effect of a single project's emissions of O<sub>3</sub> precursors is speculative due to the lack of quantitative methods to assess this impact. Since construction (with mitigation) and operation of the project would not exceed the VCAPCD threshold for ROG<sub>s</sub> or NO<sub>x</sub>, implementation of the project would not contribute to regional O<sub>3</sub> concentrations and the associated health effects.

Operation of the project would not contribute to exceedances of the NAAQS and CAAQS for NO<sub>2</sub>. Health effects that result from NO<sub>2</sub> and NO<sub>x</sub> include respiratory irritation, which could be experienced by nearby receptors during the periods of heaviest use of off-road construction equipment. However, project construction would be relatively short term and off-road construction equipment would be operating at various portions of the site and would not be concentrated in one portion of the site at any one time. In addition, existing NO<sub>2</sub> concentrations in the area are well below the NAAQS and CAAQS standards. Due to the project not exceeding thresholds of NO<sub>x</sub>, the project would not result in potential health effects associated with NO<sub>2</sub> and NO<sub>x</sub>.

CO tends to be a localized impact associated with congested intersections. The associated potential for CO hotspots was discussed previously and was determined to be a less-than-significant impact. Furthermore, the existing CO concentrations in the area are well below the NAAQS and CAAQS standards. Thus, the project's CO emissions would not contribute to significant health effects associated with this pollutant.

Construction and operation of the project would also not contribute to exceedances of the NAAQS and CAAQS for PM or obstruct the SCCAB from coming into attainment for these pollutants. The project would also not result in substantial DPM emissions during construction and operation, and therefore would not result in significant health effects related to DPM exposure. Additionally, the project would implement dust control strategies and be required to comply with VCAPCD Rule 55, which limits the amount of fugitive dust generated during construction. Due to the minimal contribution of PM during construction and operation, the project is not anticipated to result in health effects associated with PM<sub>10</sub> or PM<sub>2.5</sub>.

In summary, because construction and operation of the project would not result in exceedances of the VCAPCD significance thresholds, the potential health effects associated with criteria air pollutants would be **less than significant**. Notably, there are numerous scientific and technological complexities associated with correlating criteria air pollutant emissions from an individual project to specific health effects or potential additional nonattainment days and there are currently no modeling tools that could provide reliable and meaningful additional information regarding health effects from criteria air pollutants generated by individual projects.

**C) Would the Project expose sensitive receptors to substantial pollutant concentrations?****Health Impacts of Carbon Monoxide**

**Less-than-Significant Impact.** Mobile-source impacts occur on two basic scales of motion. Regionally, project-related travel would add to regional trip generation and increase the vehicle miles traveled within the local airshed and the SCCAB. Locally, project-related traffic would be added to the City's roadway system. If such traffic occurs during periods of poor atmospheric ventilation, consists of a large number of vehicles cold-started and operating at pollution-inefficient speeds, and/or operates on roadways already crowded with non-project traffic, there is a potential for the formation of microscale CO hotspots in the area immediately around points of congested traffic. Because of continued improvement in mobile emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SCCAB is steadily decreasing.

VCAPCD recommends conducting a CO hotspot screening analysis for any project that meets both of the following conditions:

- The project would generate indirect CO emissions that are greater than the applicable O<sub>3</sub> project significance thresholds (i.e., 25 pounds per day).
- The project would generate traffic that would significantly impact congestion levels at roadway intersections currently operating at, or that are expected to operate at, level of service E or F.

As shown in Tables 4.2-10 through 4.2-12, operation of the Cancer Center site and Janss Road site would not exceed the VCAPCD threshold of 25 pounds per day for O<sub>3</sub> precursors (VOCs or NO<sub>x</sub>). VCAPCD has not established a daily significance threshold for CO emissions. As such, the project is not anticipated to significantly affect congestion levels at roadway intersections due to the minimal number of vehicle trips generated by the project. As a result, the project does not trigger the need for a CO hotspot analysis and would not cause or contribute to a CO hotspot. Therefore, the project would not expose sensitive receptors to substantial CO concentrations, and impacts would be **less than significant**.

**Health Impacts of Toxic Air Contaminants****Construction TAC Health Risk**

**Less-than-Significant Impact with Mitigation Incorporated.** A substance is considered toxic if it has the potential to cause adverse health effects in humans, including increasing the risk of cancer upon exposure or acute (immediate) and/or chronic (cumulative) non-cancer health effects. A toxic substance released into the air is considered a TAC. Adverse health effects associated with exposure to TACs may include carcinogenic (i.e., cancer-causing) and non-carcinogenic effects. Examples include certain aromatic and chlorinated hydrocarbons, certain metals, and asbestos. TACs are generated by a number of sources, including stationary sources such as dry cleaners, gas stations, combustion sources, and laboratories; mobile sources such as automobiles; and area sources such as landfills. Non-carcinogenic effects typically affect one or more target organ systems and may be experienced on either short-term (acute) or long-term (chronic) exposure to a given TAC.

TACs are identified by federal and state agencies based on a review of available scientific evidence. In the State of California, TACs are identified through a two-step process that was established in 1983 under the Toxic Air Contaminant Identification and Control Act. This two-step process of risk identification and risk management and reduction was designed to protect residents from the health effects of toxic substances in the air. In addition, the California Air Toxics

“Hot Spots” Information and Assessment Act, AB 2588, was enacted by the legislature in 1987 to address public concern over the release of TACs into the atmosphere.

As discussed in Section 4.2.3.1, a construction HRA was performed to estimate the Maximum Individual Cancer Risk and the Chronic Hazard Index for proximate sensitive receptors as a result of project construction. As the Cancer Center site and Janss Road site construction take place at different times, this assessment shows the impacts of just the Cancer Center site construction. Results of the construction HRA are presented in Table 4.2-13.

**Table 4.2-13. Construction Health Risk Assessment Results - Cancer Center Site**

Impact Parameter	Receptor Number	UTME (m)	UTMN (m)	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk - Residential	2	327629.54	3783037.88	Per Million	2.1	10	Less than Significant
Chronic Hazard Index - Residential	2	327629.54	3783037.88	Index Value	0.002	1.0	Less than Significant

Source: VCAPCD 2003.

Notes: CEQA = California Environmental Quality Act; UTME = Universal Transverse Mercator East; UTMN = Universal Transverse Mercator North. See Appendix B.

As shown in Table 4.2-13, project construction activities would result in a Residential Maximum Individual Cancer Risk of 2.1 in 1 million, which is less than the significance threshold of 10 in 1 million. Project construction would result in a Residential Chronic Hazard Index of 0.002, which is below the 1.0 significance threshold. The Cancer Center site construction TAC health risk impacts would be **less than significant**. As the Cancer Center site and Janss Road site construction take place at different times, this assessment shows the impacts of just the Janss Road site construction. The results of the HRA for Janss Road site are shown in Table 4.2-14.

**Table 4.2-14. Construction Health Risk Assessment Results - Janss Road Site**

Impact Parameter	Receptor Number	UTME (m)	UTMN (m)	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk - Residential	41	326276.71	3786559.27	Per Million	4.6	10	Less than Significant
Chronic Hazard Index - Residential	41	326276.71	3786559.27	Index Value	0.006	1.0	Less than Significant

Source: VCAPCD 2003.

Note: CEQA = California Environmental Quality Act; UTME = Universal Transverse Mercator East; UTMN = Universal Transverse Mercator North. See Appendix B.

As shown in Table 4.2-14, Janss Road site construction activities would result in a Residential Maximum Individual Cancer Risk of 4.6 in 1 million, which is less than the significance threshold of 10 in 1 million. Janss Road site construction would result in a Residential Chronic Hazard Index of 0.006, which is below the 1.0 significance

threshold. The project construction TAC health risk impacts would be less than significant. The combined HRA for both the Cancer Center site and Janss Road site during construction is shown in Table 4.2-15.

**Table 4.2-15. Construction Health Risk Assessment Results - Cancer Center Site and Janss Road Site**

Impact Parameter	Receptor Number	UTME (m)	UTMN (m)	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk - Residential	41	326276.71	3786559.27	Per Million	4.6	10	Less than Significant
Chronic Hazard Index - Residential	41	326276.71	3786559.27	Index Value	0.006	1.0	Less than Significant

**Source:** VCAPCD 2003.

**Note:** CEQA = California Environmental Quality Act; UTME = Universal Transverse Mercator East; UTMN = Universal Transverse Mercator North.  
See Appendix B.

The results in Table 4.2-15 represent the combined health risk results of both the Cancer Center site and Janss Road site and represent the highest impacted receptor. As shown in Table 4.2-15, project construction activities would result in a Residential Maximum Individual Cancer Risk of 4.6 in 1 million, which is less than the significance threshold of 10 in 1 million. Project construction would result in a Residential Chronic Hazard Index of 0.006, which is below the 1.0 significance threshold. The project construction TAC health risk impacts would be less than significant.

### Project Operational TAC Health Risk

**Less-than-Significant Impact.** During operation, the Cancer Center site would emit TAC emissions during maintenance and testing of the emergency generator. There are no TAC emissions generated by Janss Road site during operation. An HRA was performed assessing the cancer and noncancer health impacts to proximate sensitive receptors to the Cancer Center site during operation. Results of the construction HRA are presented in Table 4.2-16.

**Table 4.2-16. Operational Health Risk Assessment Results**

Impact Parameter	Receptor Number	UTME (m)	UTMN (m)	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk - Residential	3	327602.29	3783040.99	Per Million	0.2	10	Less than Significant
Chronic Hazard Index - Residential	3	327602.29	3783040.99	Index Value	0.0001	1.0	Less than Significant

**Source:** VCAPCD 2003.

**Note:** CEQA = California Environmental Quality Act; UTME = Universal Transverse Mercator East; UTMN = Universal Transverse Mercator North.  
See Appendix B.

As shown in Table 4.2-16, Cancer Center site operation would result in a Residential Maximum Individual Cancer Risk of 0.2 in 1 million, which is less than the significance threshold of 10 in 1 million. Cancer Center site operation would result in a Residential Chronic Hazard Index of 0.0001, which is below the 1.0 significance threshold. The project operational TAC health risk impacts would be **less than significant**.

## Valley Fever

Less-than-Significant Impact. As previously discussed, the City has a low incidence rate of valley fever. Furthermore, the project would not impact undisturbed land; it would be built on an existing developed site, which is not a source of valley fever spores. Impacts would be **less than significant**.

### ***D) Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?***

The occurrence and severity of potential odor impacts depend on numerous factors. The nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying, cause distress among the public, and generate citizen complaints.

## Construction Emissions

Less-than-Significant Impact. During Cancer Center site and Janss Road site construction, exhaust from equipment may produce discernible odors typical of most construction sites. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment. However, such odors would disperse rapidly from the project site and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be **less than significant**.

## Operational Emissions

Less-than-Significant Impact. Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding facilities (VCAPCD 2003). The Cancer Center site and Janss Road site would not create new sources of odor during operation. Therefore, project operations would result in an odor impact that is **less than significant**.

## 4.2.5 Mitigation Measures and Level of Significance After Mitigation

### ***A) Would the Project conflict with or obstruct implementation of the applicable air quality plan?***

Impacts would be less than significant. No mitigation is required.

### ***B) Would the Project 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?***

Impacts would be less than significant. No mitigation is required.

### ***C) Would the Project expose sensitive receptors to substantial pollutant concentrations?***

Impacts would be less than significant. No mitigation is required.

**D) Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

Impacts would be less than significant. No mitigation is required.

## 4.2.6 References Cited

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13 CCR 2449–2449.3 and Appendix A. General Requirements for In-Use Off-Road Diesel-Fueled Fleets. 14 CCR 15000–15387 and Appendices A–L. Guidelines for Implementation of the California Environmental Quality Act, as amended.

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## 4.3 Biological Resources

This section describes the existing biological resources conditions of the Los Robles Comprehensive Cancer Center (Cancer Center site) and the 355 West Janss Road General Plan Amendment and Zone Change (Janss Road site) (collectively the “Project”) and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the Project.

In addition to the documents incorporated by reference (see Section 2.7 of Chapter 2 of this environmental impact report [EIR]), the following analysis is based, in part, on the following sources:

- Biological Resources Assessment for Cancer Center Site, prepared by LSA in August 2023 (Appendix C-1)
- Jurisdictional Delineation Report for Cancer Center Site, prepared by LSA in November 2022 (Appendix C-2)
- Biological Resources Report for Janss Property, prepared by LSA in August 2023 (Appendix C-3)
- Protected Oak Tree Arborist Report for Cancer Center Site, prepared by Evergreen Arborist Consultants, Inc in August 2023 (Appendix C-4)

### 4.3.1 Existing Conditions

As stated in Appendix C-1, climate conditions in the Project area are characterized by hot, dry summers and mild, wet winters. The average annual precipitation is 14.73 inches, with the most precipitation occurring from November through May. Average temperatures typically range between 36 degrees Fahrenheit and 98 degrees Fahrenheit.

#### Cancer Center Site

As stated in Appendix C-1, the Cancer Center site is currently an undeveloped property that formerly contained a daycare facility and recreational facilities that have since been demolished. The site has vestiges of the previous development with multiple concrete slabs, some utilities, and compacted soils. The northeastern portion of the Cancer Center site contains an ephemeral drainage and an associated small patch of riparian area consisting of coast live oak/willow woodland. Ornamental trees line the northern site boundary and wrap around the western edge. Ruderal/barren areas are present in the center of the site where they meet foothills covered with coastal sage scrub. Coastal sage scrub continues south, connecting with the Los Padres Open Space which is part of a network of conservation lands overseen by the Conejo Open Space Conservation Agency (COSCA).

#### Janss Road Site

As stated in Appendix C-3, the Janss Road site is bordered to the north and east by an existing medical center and associated paved parking areas, to the west by North Lynn Road followed by undeveloped land designated as Wildwood Park Open Space, and to the south by West Janss Road followed by residential development. The site was developed into an asphalt-paved parking lot sometime between 1994 and 2002. The area surrounding the site is encompassed by developed lands, consisting of rural residential and commercial uses. However, the western site boundary abuts North Lynn Road and is then followed by Wildwood Park Open Space, which is part of a considerable network of conserved lands overseen by COSCA.

### 4.3.1.1 Topography and Soils

#### Cancer Center Site

As stated in Appendix C-1, due to previous development, the Cancer Center site topography is relatively flat on the north and western portions but has foothill slopes to the south as developed land gives way to native coastal sage scrub habitat. The site elevation ranges from 770 feet above mean seal level (amsl) to 870 feet amsl. Two soil types are mapped by the Natural Resource Conservation District Soil Data Mart Soil Survey Geographic Database (SSURGO) metadata and geographic information system (GIS) maps on the Cancer Center site and are consistent with Azure gravelly loam, 5 to 9 percent slopes, warm and Gilroy loam, 15 to 50 percent slopes, very rocky. The existing soils are compacted in the northern portion of the site, which is consistent with previous land uses. The soils in the southern portion of the site are relatively undisturbed.

#### Janss Road Site

As stated in Appendix C-3, the topography of the project site contains relatively flat lands throughout most of the site with steep slopes along the south and west edges of the Janss Road site. The site elevation ranges from 713 to 763 feet amsl. Two soil types are mapped by the Natural Resource Conservation District Soil Data Mart SSURGO metadata and GIS maps as Hambright rocky clay loam, 30 to 50 percent slopes and Cropley clay, 2 to 9 percent slopes, warm MAAT, MLRA 19. Given the developed nature of the project site, clay soils were not observed during the field survey.

### 4.3.1.2 Vegetation Communities and Land Covers

#### Cancer Center Site

LSA characterized the vegetation communities for the Cancer Center site in September 2022 and summarized these habitat types in the Appendix C-1. LSA utilized *A Manual of California Vegetation*, Second Edition (Sawyer et. al. 2009) to characterize onsite vegetation. These vegetation community characterizations are provided below and summarized in Table 4.3-1, Mapped Vegetation/Land Cover Classifications. Refer to Figure 4, Vegetation, Land Use, and Photo Locations, within Appendix C-1, for depictions of the vegetation and land covers described below.

**Table 4.3-1. Mapped Vegetation/Land Cover Classifications**

Vegetation/Land Cover	Acres
Developed	0.74
Coastal Sage Scrub	1.78
Ornamental	1.06
Ruderal/Barren	1.08
Coast Live Oak/Willow Woodland	0.09
<b>Total</b>	<b>4.75</b>

**Source:** In Appendix C-1, see Table B, Mapped Vegetation/Land Cover Classifications (page 4)

**Coastal Sage Scrub.** The dominant vegetation community within the project site is coastal sage scrub. Coastal sage scrub was dominated by the following plant species: California sagebrush (*Artemisia californica*), black sage (*Salvia mellifera*) and California buckwheat (*Eriogonum fasciculatum*). As such, this community corresponds with the *Artemisia californica* – *Salvia mellifera* Shrubland Alliance (Sawyer et. al. 2009). This alliance is not considered

sensitive vegetation community (NatureServe 2023). Additional coastal sage scrub species included white sage (*Salvia apiana*), purple sage (*Salvia leucophylla*), coastal goldenbush (*Isocoma menziesii* var. *vernonioides*), California Encelia (*Encelia californica*), coastal cholla (*Cylindropuntia prolifera*), coastal prickly pear (*Opuntia littoralis*), coyote brush (*Baccharis pilularis* ssp. *Consaguinea*) and coastal deerweed (*Acmispon glaber*).

**Coast Live Oak/Willow Woodland.** Coast live oak/willow woodland was dominated by the following plant species: coast live oak (*Quercus agrifolia* var. *agrifolia*), poison oak (*Toxicodendron diversilobum*), arroyo willow (*Salix lasiolepis*) and scrub oak (*Quercus berberidifolia*). As such, this community corresponds with the *Platanus racemosa* – *Quercus agrifolia* Woodland Alliance (Sawyer et. al. 2009). This alliance is considered a sensitive vegetation community (NatureServe 2023). Other less dominant species include western sycamore (*Platanus racemosa*), Fremont cottonwood (*Populus fremontii* ssp. *Fremontii*), and mule fat (*Baccharis salicifolia* ssp. *Salicifolia*). The understory is a mosaic of native and ornamental vegetation.

**Ornamental.** Ornamental land cover was dominated by non-native tree species: river red gum (*Eucalyptus camaldulensis*), silver dollar tree (*Eucalyptus cinerea*), Tasmanian bluegum (*Eucalyptus globulus*), red ironbark (*Eucalyptus sideroxylon*) and European olive (*Olea europaea*). Additional ornamental trees include shamel ash (*Fraxinus uhdei*), carrotwood (*Cupaniopsis anacardioides*) and pines (*Pinus* sp.). In addition to the above trees, some native scrub oak was mixed into the ornamental land cover.

**Ruderal.** The dominant, non-vegetation land cover is ruderal/barren, which consisted of bare ground and non-native plant species such as ripgut brome (*Bromus diandrus*), red brome (*Bromus madritensis* ssp. *rubens*) and smilo grass (*Stipa miliacea* var. *miliacea*). Additional non-native plants include Russian thistle (*Salsola tragus*), spotted spurge (*Chamaesyce maculate*), slender wild oat (*Avena barbata*), black mustard (*Brassica nigra*), lamb's quarters (*Chenopodium album*) and shortpod mustard (*Hirschfeldia incana*).

Areas mapped as “developed” consist of paved areas and dirt areas that generally do not allow for the establishment of vegetation. This land cover was present on the central and northern portions of the site.

A single valley oak (*Quercus lobata*) is located in the center of the project site. This individual may be a remnant from the Valley Oak Woodland present in the surrounding area.

#### Janss Road Site

As described in Appendix C-3, the Janss Road site is currently an asphalt parking lot that has a border of ornamental land cover on the south (adjacent to West Janss Road) and west (adjacent to North Lynn Road), as depicted in Figure 4, Vegetation, Land Use, and Photo Locations of in Appendix C-3, which depicts the vegetation and land covers described below. Parking medians within the site also have ornamental land cover. There are native and non-native oaks such as coast live oak (*Quercus agrifolia* var. *agrifolia*) and holm oak (*Quercus ilex*) planted as ornamentals sporadically located along the edges of the site. Additionally, non-native trees located within the project site include holm oak, Peruvian pepper tree (*Schinus molle*), Chinese elm (*Ulmus parvifolia*), American sycamore (*Platanus occidentalis*), Aleppo pine (*Pinus halepensis*), eucalyptus (*Eucalyptus* sp.), carrotwood, Canary Island pine (*Pinus canariensis*), and pine (*Pinus* sp.).

### 4.3.1.3 Plants and Wildlife Observed

#### Cancer Center Site

##### Plants

A total of 117 plant species were observed in the Cancer Center site during LSA's site visits in September 2022 (see Appendix B of Appendix C-1).

##### Wildlife

The Cancer Center site supports habitat for common upland and riparian wildlife species. A total of 14 wildlife species were observed onsite during LSA's site visits in September 2022 (see Appendix B of Appendix C-1). Scrub and ornamental habitats within the project site provide foraging and nesting habitat for migratory and resident bird species and other wildlife species. Other common wildlife species can be expected to use habitats at the project site for cover, foraging and reproduction. The project's southern boundary abuts the northern edge of the Los Padres Open Space which connects to the Conejo Ridge Open Space; thus, mobile species such as foraging raptors, reptiles and medium-sized mammals (striped skunk [*Mephitis mephitis*] and coyote [*Canis latrans*]) that are known to occur in these open space areas can be anticipated to utilize the site's resources).

#### Janss Road Site

##### Plants

A total of 15 plant species were observed in the Janss Road site during LSA's site visit in July 2023 (see Appendix B of Appendix C-3). Almost all consist of ornamental vegetation that has been established as part of the existing parking lot.

##### Wildlife

Five common bird species were observed during LSA's July 2023 Janss Road site visit (see Appendix B of Appendix C-3). Common wildlife species can be expected to use the ornamental landscaping present at the project site for cover, foraging, and reproduction, but because the busy intersection of North Lynn Road and West Janss Road separates the site from Wildwood Park Open Space, mobile species such as foraging raptors, reptiles, and medium-sized mammals (coyote) are not expected to utilize the site's limited resources.

### 4.3.1.4 Special-Status Plants

Endangered, rare or threatened plant species, as defined in the California Environmental Quality Act (CEQA) guidelines Section 15380 (b) (14 CCR 15000 et seq.) are referred to as "special-status plant species" in this chapter and include (1) endangered or threatened plant species recognized in the context of the California Endangered Species Act (CESA) and federal Endangered Species Act (FESA), (2) plant species with a California Rare Plant Rank (CRPR) of 1 through 3, (3) plants that are considered sensitive by the City of Thousand Oaks (City) or County of Ventura (County), (4) plants that are on a watch list and (5) CRPR 4 plant species.

Cancer Center Site

As stated in Appendix C-1, each species was evaluated as part of a literature review and potential to occur on the Cancer Center site based on elevation, habitat and soils present onsite. Table 4.3-2, Special-Status Plants – Potential to Occur, includes a list of all plant species that would meet any of the above criteria and are therefore considered “special-status.”

**Table 4.3-2. Special-Status Plants - Potential to Occur on the Cancer Center Site**

Species	Status	Habitat and Distribution	Activity Period	Occurrence Probability
<i>Pentachaeta lyonii</i> Lyon’s pentachaeta	US: Endangered CA: 1B.1	Annual herb, found in open areas of valley and foothill grassland, chaparral, and coastal sage scrub. Prefers exposed, rocky red clay soils of volcanic origin that exhibit a microbiotic crust. Elevation 100 – 2,265 feet.	Blooms March through August	<b>Absent.</b> No suitable soils found within coastal sage scrub habitat present on the project site. One California Natural Diversity Database (CNDDB) record within 1 mile and recorded regionally in the Conejo Open Space.
<i>Astragalus brauntonii</i> Braunton’s milk vetch	US: Endangered CA: 1B.1	Perennial herb, restricted to carbonate soils of the foothills of the Southern California mountains. It occurs in disturbed coastal sage scrub, closed-cone pine forest, chaparral, and valley grassland.	Blooms January through August	<b>Absent.</b> Soil not suitable. Coastal sage scrub habitat present within project site. No CNDDB records within 1 mile. Recorded regionally in Conejo Open Space.
<i>Eriogonum crocatum</i> Conejo buckwheat	US: — CA: IB.2	Perennial herb, found in coastal sage scrub, chaparral, and valley grassland with rocky soils.	Blooms April through July	<b>Absent.</b> Suitable soils in coastal sage scrub habitat present within the project site. No CNDDB records within 1 mile. Recorded regionally in Conejo Open Space.

**Source:** Table C, Special-Status Species Occurrence Probability, LSA BRA, August 2023, page 6.

**Legend:** US: Federal Classifications- FE Listed as Endangered; CA: State Classifications- IB California Native Plant Society Rare Plant Rank 1B-rare, threatened or endangered in California and elsewhere

As stated in Appendix C-1, the Cancer Center site has suitable coastal sage scrub habitat that could support Conejo buckwheat (*Eriogonum crocatum*), Braunton’s milk vetch (*Astragalus brauntonii*), and Lyon’s pentachaeta (*Pentachaeta lyonii*). However, these plant species were not observed during the biological resources survey. The project site has no suitable soils within the coastal sage scrub habitat that could support the annual Lyon’s pentachaeta. Conejo buckwheat and Braunton’s milk vetch are perennial and would have been visible during the survey if present. Additionally, Braunton’s milk vetch is restricted to carbonate soils which do not occur on the rocky soils of the project site. Therefore, these species are considered absent from the site.

As identified in Appendix C-4, there are several mature trees onsite that have protection status under the City of Thousand Oaks Municipal Code including: coast live oak, holm oak, valley oak, scrub oak, and toyon (*Heteromeles arbutifolia*).

No United States Fish and Wildlife Service (USFWS) designated critical habitat for plants is present on the project site (see Appendix C-1). Therefore, the project would have no effects on designated critical habitat.

Janss Road Site

As indicated in Appendix C-3, the Janss Road site is presently developed as a paved parking lot with ornamental landscape plantings and no suitable habitat exists for special-status plant species. In addition, no USFWS designated critical habitat for plants is present on the project site (see Appendix C-3). Therefore, the project would have no effects on designated critical habitat.

4.3.1.5 Special-Status Wildlife

Endangered, rare, or threatened wildlife species, as defined in CEQA Guidelines Section 15380(b) (14 CCR 15000 et seq.), are referred to as “special-status wildlife species” and, as used in this chapter, include (1) endangered or threatened wildlife species recognized in the context of CESA and FESA (CDFW 2023a); (2) California Species of Special Concern (SSC) and Watch List (WL) species, as designated by the California Department of Fish and Wildlife (CDFW) (CDFW 2023b); (3) mammals and birds that are fully protected species, as described in the California Fish and Game Code, Sections 4700 and 3511; and (4) Birds of Conservation Concern, as designated by the USFWS (USFWS 2021).

Cancer Center Site

Wildlife species observed during the surveys for the Cancer Center site were species common to the region. No federal-listed, State-listed, or other special-status species were observed during LSA’s field surveys in September 2022. As stated in Appendix C-1, each species was evaluated as part of a literature review and potential to occur based on elevation and habitat present onsite. Table 4.3-3, Special-Status Wildlife – Potential to Occur on the Cancer Center Site, includes a list of all wildlife species that would meet any of the above criteria and are therefore considered “special-status.”

**Table 4.3-3. Special-Status Wildlife - Potential to Occur on the Cancer Center Site**

Species	Status	Habitat and Distribution	Activity Period	Occurrence Probability
<b>Invertebrates</b>				
<i>Bombus crotchii</i> Crotch’s bumble bee	US: – CA: SCE	Open grassland and scrub communities supporting suitable floral resources. Exclusive to coastal California east towards the Sierra-Cascade Crest.	March through October	<b>Moderate.</b> Suitable coastal sage scrub habitat present within the project site that likely supports foraging opportunity for the species and recorded regionally in the Conejo Open Space. No CNDDB records within 1 mile.
<b>Reptiles</b>				
<i>Phrynosoma blainvillii</i>	US: – CA: SSC	Primarily in sandy soil in open areas, especially washes and floodplains, in	April through July with reduced	<b>Absent.</b> Site lacks suitable soils for this species. No suitable



**Table 4.3-3. Special-Status Wildlife - Potential to Occur on the Cancer Center Site**

Species	Status	Habitat and Distribution	Activity Period	Occurrence Probability
coast horned lizard		many plant communities. Requires open areas for sunning, bushes for cover, patches of loose soil for burial and an abundant supply of ants or other insects. Occurs west of the deserts from northern Baja California north to Shasta county below 8,000 feet in elevation.	activity August through October	washes and floodplains present. No CNDDDB records within 1 mile. Recorded regionally in Conejo Open Space.
<i>Anniella stebbinsi</i> Southern California legless lizard	US: -- CA: SSC	Lives mostly underground, burrowing in moist loose sandy soil or leaf litter with plant cover. Occurs in sparsely vegetated areas of beach dunes, chaparral, pine-oak woodlands, desert scrub, sandy washes and stream terraces with sycamores, cottonwoods, or oaks. Often can be found under surface objects such as rocks, boards, driftwood, and logs.	April through July, live young born July – September	<b>Absent.</b> Site lacks suitable combination of sandy soils and moisture for this species. One CNDDDB record within 1 mile.
<i>Aspidoscelis tigris stejnegeri</i> coastal whiptail	US: -- CA: SSC	Found in a variety of ecosystems, primarily hot and dry open areas with sparse foliage – coastal sage scrub, chaparral, woodland, and riparian areas.	Year-round, eggs hatch from May to August	<b>Low.</b> Suitable coastal sage scrub habitat present within the project site. No CNDDDB records within 1 mile. Recorded regionally in Conejo Open Space.
<b>Birds</b>				
<i>Vireo bellii pusillus</i> least Bell's vireo	US: Endangered CA: Endangered	Found in early to mid-successional riparian habitats with dense foliage, including low-elevation riparian streams and riparian woodlands with willows ( <i>Salix</i> sp.), mule fat ( <i>Baccharis glutinosa</i> ), poison oak ( <i>Toxicodendron diversilobum</i> ) and cottonwood ( <i>Populus fremontii</i> ).	Nests April through July. Winters in southern Baja California	<b>Low.</b> Site within species range, suitable small area of coast live oak/willow woodland riparian habitat present within project site. No CNDDDB records within 1 mile of project site.

**Table 4.3-3. Special-Status Wildlife - Potential to Occur on the Cancer Center Site**

Species	Status	Habitat and Distribution	Activity Period	Occurrence Probability
<i>Empidonax traillii extimus</i> southwestern willow flycatcher	US: Endangered CA: Endangered	Breeds and nests in lower canopy of transitional stands of dense cottonwood/willow riparian forest along broad, lower flood bottoms of river systems at scattered locales in western North America. Requires consistent inundation of habitat and humidity. In California, is known to breed on the Colorado and Kern rivers.	Nests May through September. Winters in South America.	<b>Absent.</b> Lacks required understory and summer inundation of riparian habitat. No nearby breeding populations per the CNDDDB.
<i>Coccyzus americanus</i> western yellow-billed cuckoo	US: Threatened CA: Endangered	Breeds and nests in upper canopy of transitional stands of cottonwood/willow riparian forest along broad, lower flood bottoms of river systems at scattered locales in western North America. Requires large arthropod prey such as cicadas to support accelerated chick development. In California, is known to breed on the Colorado and Kern rivers.	Nests June through September. Winters in South America.	<b>Absent.</b> Lacks large arthropod prey and summer inundation of riparian habitat. No nearby breeding populations per the CNDDDB.
<i>Accipiter cooperii</i> Cooper's hawk	US: -- CA: WL	Inhabits mixed forests, evergreens, riparian woodland, known to nest in urban trees such as in suburban parks.	Year-round resident, along coast and urban areas. Nests March through August.	<b>Low to Moderate.</b> Suitable coast live oak/willow woodland riparian habitat present within project site. Suitable large ornamental trees within project site. No CNDDDB records within 1 mile, recorded regionally in Conejo Open Space.
<i>Polioptila californica californica</i> coastal California gnatcatcher	US: Threatened CA: SSC	Inhabits coastal sage scrub in low-lying foothills and valleys up to about 1,640 feet in elevation in cismontane of southwestern California.	Year-round resident. Nests February through August.	<b>Low to Moderate.</b> Suitable coastal sage scrub habitat present within the project site. No CNDDDB records within 1 mile, recorded regionally in Conejo Open Space.
<i>Picoides nuttallii</i> Nuttall's woodpecker	US: BBC CA: --	Inhabits oak woodlands from around 900 to 5,500 feet in elevation. Primarily	Nests March through July.	<b>Low to Moderate.</b> Suitable coast live oak/willow woodland

**Table 4.3-3. Special-Status Wildlife - Potential to Occur on the Cancer Center Site**

Species	Status	Habitat and Distribution	Activity Period	Occurrence Probability
		restricted to oak woodlands in much of California, but also uses wooded suburban areas and cottonwood/ willow woodlands near streams, especially farther south in its range, where oak trees are scarcer. Excavates nest holes in dead trunks or limbs of willows, cottonwoods, sycamores, oaks, or alders.	Year-round resident.	riparian habitat present within project site. Suitable large ornamental trees within project site. Recorded regionally in Conejo Open Space. Not tracked in the CNDDB.
<i>Baeolophus inornatus</i> oak titmouse	US: BBC CA: –	Inhabits warm, open, dry oak or oak-pine woodlands. Many will use scrub oaks or other brush if woodlands are nearby. Nests in cavities, preferring naturally occurring tree cavities over woodpecker-excavated ones. Occasionally nests in stumps, fenceposts, pipes, eaves, or holes in riverbanks. Will also use nest boxes.	Nests March into July. Year-round resident.	<b>Low to Moderate.</b> Suitable coast live oak/willow woodland riparian habitat present within project site. Recorded regionally in Conejo Open Space. Not tracked in the CNDDB.
<b>Mammals</b>				
<i>Puma concolor</i> mountain lion (Southern California/ Central Coast Evolutionarily Significant Unit)	US: – CA: SCT	Scrubs, chaparral, riparian, woodland, and forest; rests in rocky areas and on cliffs and ledges that provide cover; most abundant in riparian areas and brushy stages of most habitats, except deserts. Southern California and Central Coast.	Year-round resident	<b>Low.</b> The species may be transient in the project site during movement through a range or foraging, but the project site is not part of a wildlife corridor or habitat linkage and the likelihood of a natal den is not expected due to human presence. Not tracked in the CNDDB.
<i>Taxidea taxus</i> American badger	US: – CA: SSC	Found in grasslands, savannas, mountain meadows, and open areas of desert scrub with friable soils that support small mammal burrow complexes.	Year-round.	<b>Low.</b> Site is within species range, and suitable coastal sage scrub habitat is within the project site. No CNDDB

**Table 4.3-3. Special-Status Wildlife - Potential to Occur on the Cancer Center Site**

Species	Status	Habitat and Distribution	Activity Period	Occurrence Probability
		Widely distributed in North America.		records within the vicinity of the BSA.
<i>Lasiurus frantzii</i> western red bat	US: – CA: SSC	Prefers riparian habitat near water. Insectivore; hunts in open-space areas along edges of habitat. Roosts almost exclusively in trees. Raises young individually or in maternal colonies in the foliage of broad-leafed trees, including walnuts, oaks, willows, cottonwoods, and sycamores.	Breeds April–August. Migratory	<b>Low.</b> Small area of suitable coast live oak/willow woodland riparian habitat with large trees and dense foliage. Water resources absent or sporadic in summer. Not tracked in the CNDDB.

**Source:** Table C, Special-Status Species Occurrence Probability, LSA BRA, August 2023, pages 6-7.

**Legend:**

**US: Federal Classifications**

Endangered

Threatened

BCC Birds of Conservation Concern

**CA: State Classifications**

SSC Species of Special Concern. Refers to animals with vulnerable or seriously declining populations.

SCE State Candidate Endangered

SCT State Candidate Threatened

SA Special Animal. Refers to any other animal monitored by the CNDDB, regardless of its legal or rarity status

WL Watch List

No USFWS designated critical habitat for wildlife is present on the Cancer Center site (see Appendix C-1). Therefore, the project would have no effects on designated critical habitat.

Janss Road Site

With the exception of mountain lion, which has a low potential to occur as a transient during range movement and foraging, no other special-status wildlife species are expected due to the developed nature of the Janss Road site (see Appendix C-3). Mountain lion has not been documented on the project site but is listed by COSCA as occurring within Wildwood Park Open Space (Conejo Open Space Foundation 2018), which is west of North Lynn Road. The mountain lion has a low potential to occur on site and is not anticipated to utilize the project site due to the absence of denning sites, small project site size, existing parking lot, and proximity to an existing urban area that restricts wildlife movement (Appendix C-3). No USFWS designated critical habitat for wildlife is present on the project site (see Appendix C-3). Therefore, the project would have no effects on designated critical habitat.

4.3.1.6 Jurisdictional Resources

Cancer Center Site

The Cancer Center site was surveyed to determine the presence of jurisdictional resources (Appendix C-2). As shown in Figure 6, Delineation of Jurisdictional and Non-Jurisdictional Areas, of Appendix C-1, five features were delineated onsite. Drainages 1 and 2 were determined to be jurisdictional while Drainages 3, 4 and 5 were determined to be non-jurisdictional. Table 4.3-4, Potential Jurisdictional Drainages, summarizes the jurisdictional reach within each drainage.

**Table 4.3-4. Potential Jurisdictional Drainages - Cancer Center Site**

Feature	RWQCB Jurisdiction (acres)	CDFW Jurisdiction (acres)	USACOE Jurisdiction (acres)
Drainage 1	0.036	0.110	0.036
Drainage 2	0.019	0.019	0.019
Drainage 3	(non-jurisdictional)	(non-jurisdictional)	(non-jurisdictional)
Drainage 4	(non-jurisdictional)	(non-jurisdictional)	(non-jurisdictional)
Drainage 5	(non-jurisdictional)	(non-jurisdictional)	(non-jurisdictional)
Total Jurisdictional Acres	0.055	0.129	0.055

**Source:** LSA Jurisdictional Delineation Report, November 2022, page 13

**Notes:**

All RWQCB jurisdictional areas are non-wetland waters of the State.

**Legend:**

CDFW = California Department of Fish and Wildlife

RWQCB = Regional Water Quality Control Board

USACOE = United States Army Corps of Engineers

**Drainage 1 (D-1):** D-1 is an unnamed, earthen drainage tributary to Arroyo Conejo, which is a tributary to Conejo Creek, which is a tributary to Calleguas Creek, which in turn is a tributary to the Pacific Ocean. This drainage flows in a west-to-east direction and is fed by flows originating from a 5-foot diameter concrete box culvert on the northeastern corner of the project site. The western portion of D-1 consists of a bed and bank and Ordinary High-Water Mark (OHWM) indicators, including sediment deposits and a line impressed on the bank. The central portion of the drainage does not contain a bed and bank or visible OHWM and consists of mostly sheet flow; however, this portion of D-1 is somewhat obscured due to desiccated non-native annual grass species. The eastern portion of D-1, prior to its confluence with Drainage Feature 2 (discussed below) consists of OHWM indicators, including sediment deposits. The drainage ranges from approximately 2 feet wide at its narrowest to approximately 25 feet wide at its widest and is 257 feet long.

**Drainage 2 (D-2):** D-2 is an unnamed, earthen drainage tributary to Arroyo Conejo. The feature is mapped as a blue line riverine feature in the National Wetlands Inventory (Appendix C-2). Drainage D-2 flows in a south-to-north direction and is fed by flows originating from a 3-foot corrugated plastic pipe-culvert. The entirety of D-2 consists of OHWM indicators throughout, including sediment deposits, drift deposits, undercutting and a defined bed and bank along most of the drainage. This drainage ranges from approximately 2 feet wide at its narrowest to approximately 5 feet wide at its widest and is approximately 350 feet long (within the delineation study area).

**Drainage 3 (D-3):** D-3 is an unnamed, earthen, isolated erosional feature. This drainage flows in a west-to-east direction and is fed by flows originating from stormwater on the eastern end of the project site. D-3 consists of bed and bank and OHWM indicators, including sediment deposits and a line impressed on the bank. Outside of the project site boundary, the OHWM indicators of D-3 end and the drainage becomes sheet flow. Based on field observations and current aerial imagery, the sheet flow originating from D-3 does not appear to have a nexus to D-2. This drainage ranges from 2 feet wide at its narrowest to approximately 3 feet wide at its widest and is approximately 191 feet long.

**Drainage 4 (D-4):** D-4 is an unnamed, concrete lined v-ditch that was delineated in the southern portion of the study area on the undeveloped hillside. This feature lacks hydrophytic vegetation, hydric soils and does not exhibit a clear OHWM. It conveys stormwater runoff directly into D-5. Within the study area, this drainage is approximately 2 feet wide and 220 feet long.

**Drainage 5 (D-5):** D-5 is an unnamed, concrete-lined trapezoidal ditch that was delineated within the study area to the west along Los Padres Drive. This feature lacks hydrophytic vegetation, hydric soils and does not exhibit a clear OHWM. It functions as a stormwater control feature and conveys ephemeral nuisance flows (sheet flow) associated with the undeveloped hillside on the southern portion of the study area and urban runoff from the surrounding single-family residential development. This drainage connects to a 3-foot concrete pipe drain inlet on its northern end near the intersection of Los Padres Drive and Rolling Oaks Drive. Within the study area, this drainage is approximately 5 feet wide and 240 feet long.

#### Janss Road Site

No jurisdictional waters occur on the Janss Road site per Appendix C-3.

### 4.3.1.7 Wildlife Corridors and Habitat Linkages

Wildlife corridors are linear features that connect large patches of natural open space and provide avenues for the migration of animals. Habitat linkages are small patches that join larger blocks of habitat and help reduce the adverse effects of habitat fragmentation; they may be continuous habitat or discrete habitat islands that function as steppingstones for wildlife dispersal. Natural features such as canyon drainages, ridgelines, or areas with vegetation cover provide corridors for wildlife travel. Wildlife corridors are important because they provide access to mates, food, and water; allow the dispersal of wildlife from high-density areas; and facilitate the exchange of genetic traits between populations (Beier and Loe 1992). Wildlife corridors are considered sensitive by resource and conservation agencies.

#### Cancer Center Site

As stated in Appendix C-1, the Cancer Center site is bordered by commercial development to the north and residential development to the west and east. The southern edge of the project site abuts the Los Padres Open Space, an undeveloped area. Due to the amount of developed area surrounding the project site, wildlife movement is generally restricted in the project vicinity. Although there is also a 0.09-acre area of coast live oak/willow riparian habitat in the northeast corner of the project site, it is adjacent to commercial development and is isolated, and lacks the vegetation connectivity that is significant to wildlife corridors. Instead, coast live oak/willow riparian habitat is part of a patchwork of ornamental trees to the northwest and non-native grassland to the east. Due to the small size and lack of habitat connectivity, this riparian patch is not a functional riparian corridor.

As stated in Appendix C-1, the Cancer Center site does not contain any essential connectivity areas or significant riparian connections, as documented in the California Essential Habitat Connectivity Project report (Spencer et al. 2010). Therefore, the project site is not considered a wildlife movement corridor. Any wildlife movement within the project site is anticipated to be limited to wildlife present on site or within the edge habitat of native coastal sage scrub to the south of the project site.

#### Janss Road Site

As stated in Appendix C-3, the Janss Road site is highly developed as an asphalt-paved parking lot dating back until at least 2002 and surrounded by urban development on three sides. The project site is bordered by a medical center and associated parking areas to the north and east, to the west by North Lynn Road followed by Wildwood Park Open Space, and to the south by West Janss Road. As a result, the project site does not correspond to any natural landscape blocks, essential connectivity areas or potential riparian connections, as documented in the

California Essential Habitat Connectivity Project report (Spencer et al. 2010). Therefore, the project site is not considered a wildlife movement corridor and would not substantially limit wildlife movement (Appendix C-3).

#### 4.3.1.8 Wildlife Nursery Sites

Nursery sites provide habitat used by wildlife for the purpose of breeding and raising young. Often aquatic resources can serve as nursery sites for juvenile aquatic species. Mature trees can serve as maternity sites in the case of foliage bat species. Foliage-dwelling bats can utilize peeling bark, thick clumps of leaves or cavities in trees alone or in small maternity colonies.

##### Cancer Center Site

As stated in Appendix C-1, there are large ornamental trees, coast live oaks, and a single valley oak on the Cancer Center site that could provide habitat to native bats in the form of roosts, foraging, or maternity sites (in the case of foliage dwelling bat species).

##### Janss Road Site

As stated in Appendix C-3, the Janss Road site is highly developed as an asphalt-paved parking lot dating back until at least 2002 and surrounded by urban development, therefore, it does not contain nursery sites.

#### 4.3.1.9 Protected Trees

##### Cancer Center Site

As stated in Appendix C-4, protected trees that occur on the Cancer Center site include valley oak, coast live oak, scrub oak, western sycamore, and toyon. The project site plan has proposed the removal of 14 protected oak trees due to construction, as shown on Attachment C, Site Plan and Limits of Work, of Appendix C-4. The remaining 16 oaks, including seven with minor encroachments, are to be preserved and protected throughout the duration of the project.

##### Janss Road Site

As shown on Figure 3, Vegetation, Land Use, and Photo Locations, in Appendix C-3, protected trees that occur on the Janss Road site include coast live oak and holm oak. Two holm oak are proposed for removal.

### 4.3.2 Relevant Plans, Policies, and Ordinances

This section describes the applicable regulatory plans, policies, and ordinances for the proposed projects.

#### Federal

##### Federal Endangered Species Act

The FESA of 1973 (16 USC 1531 et seq.), as amended, is administered by the USFWS, National Oceanic and Atmospheric Administration, and National Marine Fisheries Service. This legislation is intended to provide a means to conserve the ecosystems upon which endangered and threatened species depend and provide programs for the conservation of those species, thus preventing extinction of plants and wildlife. Under provisions of Section

9(a)(1)(B) of FESA, it is unlawful to “take” any listed species. “Take” is defined in Section 3(19) of FESA as, “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.”

FESA allows for the issuance of incidental take permits for listed species under Section 7, which is generally available for projects that also require other federal agency permits or other approvals, and under Section 10, which provides for the approval of habitat conservation plans (HCPs) on private property without any other federal agency involvement. Upon development of an HCP, USFWS can issue incidental take permits for listed species.

FESA provides for designation of Critical Habitat, defined in Section 3(5)(A) as specific areas within the geographical range occupied by a species where physical or biological features “essential to the conservation of the species” are found and “which may require special management considerations or protection.” Critical Habitat may also include areas outside the current geographical area occupied by the species that are nonetheless “essential for the conservation of the species.”

### Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) prohibits the take of any migratory bird or any part, nest, or eggs of any such bird. Under the MBTA, “take” is defined as pursuing, hunting, shooting, capturing, collecting, or killing, or attempting to do so (16 USC 703 et seq.). The MBTA was updated in 2004 with the Migratory Bird Treaty Reform Act of 2004 which amended the MBTA to apply only to migratory bird species that are “native to the United States or U.S. territories, and that a native migratory bird species is one that is present as a result of natural biological or ecological processes.” A list of non-native, human-introduced species that are not covered by the MBTA was published in 2020. On January 7, 2021, the USFWS published a final rule, to be effective December 3, 2021, defining the scope of the MBTA to prohibit incidental take and applying enforcement discretion, consistent with judicial precedent and longstanding agency practice (USFWS 2021). Additionally, Executive Order 13186, Responsibilities of Federal Agencies to Protect Migratory Birds, requires that any project with federal involvement address impacts of federal actions on migratory birds with the purpose of promoting conservation of migratory bird populations (66 FR 3853-3856). The Executive Order requires federal agencies to work with USFWS to develop a memorandum of understanding. USFWS reviews actions that might affect these species.

### Clean Water Act

The Clean Water Act (CWA) is the major federal legislation governing water quality, providing guidance for the restoration and maintenance of the chemical, physical, and biological integrity of the nation’s waters. Section 401 of the CWA requires an applicant for a federal license or permit that may result in a discharge of pollutants into waters of the United States to obtain state certification, thereby ensuring that the discharge will comply with provisions of the CWA. The State Water Resources Control Board and Regional Water Quality Control Boards (RWQCBs) administer the 401 certification program in California. Section 402 of the CWA establishes a permitting system for the discharge of any pollutant (except dredged or fill material) into waters of the United States. Section 404 establishes a permit program administered by the U.S. Army Corps of Engineers (USACE) that regulates the discharge of dredged or fill material into waters of the United States, including wetlands. USACE implementing regulations are found in 33 Code of Federal Regulations (CFR) Parts 320 to 332. Guidelines for implementation are referred to as the Section 404(b)(1) Guidelines, which were developed by the U.S. Environmental Protection Agency in conjunction with USACE (40 CFR 230). The guidelines allow the discharge of dredged or fill material into the aquatic ecosystem only if there is no practicable alternative that would have less adverse impacts.



The definition of waters of the United States establishes the geographic scope for authority under Section 404 of the CWA; however, the CWA does not specifically define waters of the United States, leaving the definition open to statutory interpretation and agency rulemaking. The definition of what constitutes “waters of the United States” (provided in 33 CFR Section 328.3(a)) has changed multiple times over the past few decades starting with the *United States v. Riverside Bayview Homes, Inc.* court ruling in 1985. Subsequent court proceedings, rule makings, and congressional acts in 2001 (*Solid Waste Agency of Northern Cook County v. United States Army Corps of Engineers*), 2006 (*Rapanos v. United States*), 2015 (Clean Water Rule), 2018 (suspension of the Clean Water Rule), 2019 (formal repeal of the Clean Water Rule), 2020 (Navigable Waters Protection Rule [NWPR]), and 2021 (*Pasqua Tribe et al v. United States Environmental Protection Agency* resulting in remand and vacatur of the NWPR and a return to “the pre-2015 regulatory regime”) have attempted to provide greater clarity to the term and its regulatory implementation. On December 30, 2022, the agencies announced the final Revised Definition of “Waters of the United States” rule (Rule) (88 CFR 3004–3144). The Rule was published in the Federal Register on January 18, 2023, and became effective on March 20, 2023, restoring federal jurisdiction over waters that were protected prior to 2015 under the CWA for traditional navigable waters, the territorial seas, interstate waters, and upstream water resources that significantly affect those waters. The Rule represents a re-expansion of federal jurisdiction over certain water bodies and wetlands previously exempt pursuant to the 2020 Navigable Waters Protection Rule. The Rule also considers various subsequent court decisions including two notable Supreme Court decisions.

There are two key changes that the Rule incorporates. Firstly, the Rule reinstates the “Significant Nexus” test. The “Significant Nexus” test refers to waters that either alone, or in combination with similarly situated waters in the region, significantly affect the chemical, physical, or biological integrity of traditional navigable waters, interstate waters, or the territorial seas (86 FR 69372-69450). The “Significant Nexus” test attempts to establish a scientific connection between smaller water bodies, such as ephemeral or intermittent tributaries, and larger, more traditional navigable waters such as rivers. Significant nexus evaluations take into consideration hydrologic and ecologic factors including, but not limited to, volume, duration, and the frequency of surface water flow in the resource and its proximity to a traditional navigable water, and the functions performed by the resource on adjacent wetlands. Second, the Rule adopts the “Relatively Permanent Standard” test. To meet the “Relatively Permanent Standard” water bodies must be relatively permanent, standing, or continuously flowing and have a continuous surface connection to such waters.

On May 25, 2023, the Supreme Court issued its long-anticipated decision in *Sackett v. EPA.*, in which it rejected the EPA’s claim that “waters of the United States,” as defined in the CWA, includes wetlands with an ecologically significant nexus to traditional navigable waters. The Supreme Court held that only those wetlands with a continuous surface water connection to traditional navigable waterways would be afforded federal protection under the CWA. Specifically, to assert jurisdiction over an adjacent wetland under the CWA, a party must establish that (1) the adjacent body of water constitutes water[s] of the United States’ (i.e., a relatively permanent body of water connected to traditional interstate navigable waters) and (2) the wetland has a continuous surface connection with that water, making it difficult to determine where the water ends and the wetland begins. The Rule will need to be modified by the Biden administration in light of this decision.

The term “wetlands” (a subset of waters of the United States) is defined in 33 CFR, Section 328.3(c)(16), as “areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.” In the absence of wetlands, the limits of USACE jurisdiction in non-tidal waters, such as intermittent streams, extend to the “ordinary high water mark,” which is defined in 33 CFR 328.3(c)(7) as “that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of

soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.”

### State

#### California Endangered Species Act

CDFW administers the CESA (California Fish and Game Code, Section 2050 et seq.), which prohibits the “take” of plant and animal species designated by the Fish and Game Commission as endangered or threatened in the State of California. Under the CESA Section 86, take is defined as “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.” Section 2053 of the CESA stipulates that state agencies may not approve projects that will “jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of habitat essential to the continued existence of those species, if there are reasonable and prudent alternatives available consistent with conserving the species or its habitat which would prevent jeopardy.”

Sections 2080 through 2085 address the taking of threatened, endangered, or candidate species by stating, “No person shall import into this state, export out of this state, or take, possess, purchase, or sell within this state, any species, or any part or product thereof, that the Commission determines to be an endangered species or a threatened species, or attempt any of those acts, except as otherwise provided in this chapter, the Native Plant Protection Act (Fish and Game Code, Sections 1900–1913), or the California Desert Native Plants Act (Food and Agricultural Code, Section 80001).”

#### California Fish and Game Code

According to Sections 3511 and 4700 of the Fish and Game Code, which regulate birds and mammals, respectively, a “fully protected” species may not be taken or possessed without a permit from the Fish and Game Commission, and “incidental takes” of these species are not authorized.

According to Section 3503, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto. Section 3503.5 states that it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds of prey) or to take, possess or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto. Finally, Section 3513 states that it is unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

For the purposes of these state regulations, CDFW currently defines an active nest as one that is under construction or in use and includes existing nests that are being modified. For example, if a hawk is adding to or maintaining an existing stick nest in a transmission tower, then it would be considered to be active and covered under these Fish and Game Code sections.

Pursuant to Section 1602 of the Fish and Game Code, the CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. A Streambed Alteration Agreement is required for impacts to jurisdictional wetlands in accordance with Section 1602 of the California Fish and Game Code.

### Porter-Cologne Water Quality Control Act

The intent of the Porter–Cologne Water Quality Control Act is to protect water quality and the beneficial uses of water, and it applies to both surface water and groundwater. Under this law, the State Water Resources Control Board develops statewide water quality plans, and the RWQCBs develop basin plans that identify beneficial uses, water quality objectives, and implementation plans. The RWQCBs have the primary responsibility to implement the provisions of both statewide and basin plans. Waters regulated under the Porter–Cologne Water Quality Control Act include isolated waters that are no longer regulated by the USACE. Developments with impact to jurisdictional waters must demonstrate compliance with the goals of the act by developing stormwater pollution prevention plans, standard urban stormwater mitigation plans, and other measures to obtain a CWA Section 401 certification.

### California Environmental Quality Act

CEQA requires identification of a project’s potentially significant impacts on biological resources and feasible mitigation measures and alternatives that could avoid or reduce significant impacts. CEQA Guidelines Section 15380(b)(1) defines endangered animals or plants as species or subspecies whose “survival and reproduction in the wild are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, disease, or other factors” (14 CCR 15000 et seq.). A rare animal or plant is defined in CEQA Guidelines Section 15380(b)(2) as a species that, although not presently threatened with extinction, exists “in such small numbers throughout all or a significant portion of its range that it may become endangered if its environment worsens; or ... [t]he species is likely to become endangered within the foreseeable future throughout all or a significant portion of its range and may be considered ‘threatened’ as that term is used in the federal Endangered Species Act.” Additionally, an animal or plant may be presumed to be endangered, rare, or threatened if it meets the criteria for listing, as defined further in CEQA Guidelines Section 15380(c). CEQA also requires identification of a project’s potentially significant impacts on riparian habitats (such as wetlands, bays, estuaries, and marshes) and other sensitive natural communities, including habitats occupied by endangered, rare, and threatened species.

### Local

#### City of Thousand Oaks Municipal Code Oak Tree Preservation and Protection Ordinance (Section 9-4.4201-9.4.4209)

Municipal Code Sections 9-4-4201 through 9-4-4209 notes that all oak trees within the City limits are protected, including those on private land. Oaks are defined as any tree of the genus *Quercus* including, but not limited to, valley oak, coast live oak, and scrub oak. Any impacts to these trees require an oak tree permit which would allow for work within the protected zone of the tree.

#### City of Thousand Oaks Landmark Tree Preservation and Protection Ordinance (Section 9-4-4301-9.4-4310)

This ordinance has similar provisions as the Oak Tree Preservation and Protection Ordinance in that it prohibits the removal of historic and/or landmark trees. A landmark tree is defined as a tree that, because of its size, age, or unique and irreplaceable values to the community, needs to be preserved as a symbol of the City’s heritage beauty and image. Any removal of landmark trees must occur under a “landmark tree permit.” A historic tree has a historic or cultural significance that preserves and/or safeguards a symbol of the City’s heritage and contributes to the beauty and image of the City. The City Council, serving as Cultural Heritage Board, has the responsibility of designating historic trees.

### 4.3.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts to biological resources are based on CEQA Guidelines Appendix G. Potential Project-related impacts analyzed in this section account for biological resources that occur or have the potential to occur on the Project site and the off-site utilities alignments. According to CEQA Guidelines Appendix G, a significant impact related to biological resources would occur if the Project would:

- A. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
- B. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
- C. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
- D. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- E. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- F. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

### 4.3.4 Impacts Analysis

**A) Would the Project 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 U.S. Fish and Wildlife Service?**

#### Direct Impacts

##### Cancer Center Site

Less-Than-Significant Impact with Mitigation Incorporated.

**Least Bell's vireo.** Least Bell's vireo is a federally and state-listed endangered species that could use the coast live oak/willow woodland for breeding. There are no CNDDDB records within one mile of Project site. Protocol surveys for the species have not been conducted; however, the coast live oak/willow woodland would not be impacted by the proposed project and direct impacts to least Bell's vireo are not expected.

**Coastal California gnatcatcher.** Coastal California gnatcatcher is a federally-listed threatened and state species of special concern. Protocol surveys for the species have not been conducted; however, the coastal sage scrub on site would be directly impacted by the project and could take occupied habitat and active nests. Therefore, a significant direct impact would occur. With the implementation of mitigation measure (MM)-BIO-1, impacts to coastal California gnatcatcher would be reduced to less than significant.

**Coastal whiptail.** Coastal whiptail is considered a Species of Special Concern by CDFW. This species may occur within coastal sage scrub present on the project site. Project impacts to coastal sage scrub may cause the direct take of individuals of the species. Therefore, a significant direct impact would occur. With the implementation of MM-BIO-2, impacts to coastal whiptail would be reduced to less than significant.

**Cooper's hawk and other nesting birds.** The project site has suitable coast live oak/willow habitat and large trees present that could support nesting and/or foraging of Cooper's hawk which is a CDFW watch list species. Cooper's hawks are also protected under the MBTA along with most native bird species. Potential impacts to Cooper's hawk and other nesting bird species would result in a significant impact. With the implementation of MM-BIO-3, impacts to Cooper's hawk and other nesting birds would be reduced to less than significant.

**Bats.** Large trees on the project site could provide habitat to native bats in the form of roosts, foraging or maternity sites. Bats attempting to roost or breed in landscape trees can be subject to impacts from tree removal or trimming activities, therefore a significant impact would occur. With the implementation of MM-BIO-4, impacts to roosting bats would be reduced to less than significant.

**Crotch Bumble Bee.** Crotch bumble bee is a candidate for listing under CESA. The project site has suitable foraging and nesting habitat. The species could be directly impacted through the removal of active nests. Therefore, potential impacts to Crotch bumble bee would result in a significant impact. With the implementation of MM-BIO-5, impacts to Crotch bumble bee would be reduced to less than significant.

#### Janss Road Site

Less-Than-Significant Impact with Mitigation Incorporated.

**Nesting birds.** The project site has ornamental trees that could support nesting by bird species protected under the MBTA. Therefore, potential impacts to nesting bird species would result in a significant impact. With the implementation of MM-BIO-3, impacts to Cooper's hawk and other nesting birds would be reduced to less than significant.

**Bats.** Large ornamental trees on the project site, including coast live oaks, could provide habitat to native bats in the form of roosts, foraging or maternity sites. Bats attempting to roost or breed in landscape trees can be subject to impacts from tree removal or trimming activities, therefore a significant impact would occur. With the implementation of MM-BIO-4, impacts to roosting bats would be reduced to less than significant.

#### Indirect Impacts

##### Cancer Center Site

Less-Than-Significant Impact with Mitigation Incorporated.

**Least Bell's vireo.** Project activities could cause the failure of an active least Bell's vireo nest within the nearby coast live oak/willow woodland due to adults of the species abandoning eggs or nestlings. Therefore, a significant indirect impact would occur. With the implementation of MM-BIO-6, indirect impacts to least Bell's vireo would be reduced to less than significant.

**Coastal California gnatcatcher.** Project activities could cause the failure of an active coastal California gnatcatcher nest within the coastal sage scrub due to adults of the species abandoning eggs or nestlings. Therefore, a significant

indirect impact would occur. With the implementation of MM-BIO-3, indirect impacts to coastal California gnatcatcher would be reduced to less than significant.

**Cooper's hawk and other nesting birds.** Potential impacts to nesting birds utilizing habitat adjacent to the project development area (both on and offsite) may occur during construction due to adults of the species abandoning eggs or nestlings. Therefore, a significant indirect impact would occur. With the implementation of MM-BIO-3, indirect impacts to Cooper's hawk and other nesting birds would be reduced to less than significant.

#### Janss Road Site

Less-Than-Significant Impact with Mitigation Incorporated.

**Nesting birds.** Potential impacts to nesting birds utilizing habitat adjacent to the project development area (both on and offsite) may occur during construction scrub due to adults of the species abandoning eggs or nestlings. Therefore, a significant indirect impact would occur. With the implementation of MM-BIO-3, indirect impacts to nesting birds would be reduced to less than significant.

***B) Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

#### Cancer Center Site

Less-Than-Significant Impact with Mitigation Incorporated.

### Direct Impacts

A total of five vegetation communities were mapped on the Cancer Center site, consisting of coast live oak/willow woodland and coastal sage scrub and three non-native vegetation communities including ornamental, developed, and ruderal/barren. Only the coast live oak/willow woodland (*Platanus racemosa* - *Quercus agrifolia* Woodland Alliance) is considered a sensitive and riparian community. The project will not have direct impacts to coast live oak/willow woodland.

Direct impacts could also occur to the coast live oak/willow woodland during construction by due to encroachment into the area and from the introduction of invasive plant species. Impacts to the MM-BIO-2, MM-BIO-7, MM-BIO-8, and MM-BIO-9 would avoid inadvertent impacts to vegetation communities by providing an onsite biologist to ensure mitigation measures are implemented, confining Project activities to the defined Project Footprint, and avoiding the introduction of invasive plant species. Temporary impacts could occur from generation of fugitive dust during construction that could cover leaves and limit photosynthesis. However, it is expected the project would comply with the South Coast Air Quality Management District's Rule 403 (Fugitive Dust), which would avoid and minimize the generation of fugitive dust during construction.

### Indirect Impacts

Indirect impacts could occur through the introduction invasive, non-native plant species for the long-term landscaping of the completed Cancer Center development. MM-BIO-9 would require that steps be taken to avoid and minimize the introduction of invasive, non-native plant species during the operation of the Cancer Center.

### Janss Road Site

No Impact.

No direct or indirect impact to riparian habitat or other sensitive natural community would occur (Appendix C-3). Temporary impacts could occur from the generation of fugitive dust during construction that could cover leaves and limit photosynthesis of vegetation located in Wildwood Park Open Space; however, it is expected that future development at the Janss Road site would comply with the South Coast Air Quality Management District's Rule 403 (Fugitive Dust), which would avoid and minimize the generation of fugitive dust during construction.

***C) Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

### Cancer Center Site

Less-than-Significant Impact.

#### Direct Impacts

Construction and operation of the Cancer Center would avoid direct impacts to jurisdictional features and associated riparian habitat since no construction is proposed within areas identified as potential jurisdictional waters. Therefore, impacts would be less than significant.

#### Indirect Impacts

Potential temporary indirect impacts to the adjacent drainages could result from construction activities and would include impacts from the generation of fugitive dust and the potential introduction of chemical pollutants (including herbicides). However, during construction, erosion-control measures would be implemented as part of the Storm Water Pollution Prevention Plan (SWPPP) for the Project. Prior to the start of construction activities, the Contractor is required to file a Permit Registration Document with the State Water Resources Control Board (SWRCB) in order to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities (Order No 2009-009-DWQ, NPDES No. CAS000002) or the latest approved general permit. The required SWPPP will mandate the implementation of best management practices to reduce or eliminate construction-related pollutants in the runoff, including sediment, for all exposed soils. Therefore, temporary indirect impacts would be less than significant due to required compliance with regulations.

### Janss Road Site

No Impact. No wetlands or other jurisdictional waters occur on the Janss Road site per Appendix C-3. As such, no direct or indirect impacts would occur to wetlands or other jurisdictional waters.

***D) Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

#### Cancer Center Site

**Less-than-Significant Impact.** The Cancer Center site does not support aquatic features that would provide native resident or migratory fish movement. The project site is bordered by commercial development to the north and residential development to the west and east. Only the southern edge of the project site abuts an undeveloped area, the Los Padres Open Space. Due to the amount of developed area surrounding the project site, wildlife movement through the project is generally restricted to local movement as opposed to a regional basis. As such, impacts to wildlife movement are less than significant.

Roosting bats and nesting birds that could use the project site as a nursery site are discussed in Threshold A, above.

#### Janss Road Site

**Less-than-Significant Impact.** The Janss Road site does not support aquatic features that would provide native resident or migratory fish movement. The project site is bordered by a medical center and associated parking areas to the north and east, to the west by North Lynn Road followed by Wildwood Park Open Space, and to the south by West Janss Road. Due to the amount of developed area surrounding the project site, wildlife movement through the project is generally restricted to local movement not on regional basis. As such impacts to wildlife movement are less than significant.

Roosting bats and nesting birds that could use the project site as a nursery site are discussed in Threshold A.

***E) Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

The City protects oak trees and landmark trees through City Ordinance. Municipal Code Section 9-4.4301 provides the landmark tree preservation ordinance and Municipal Code Section 9-4.4201 provides the oak tree protection ordinance. In accordance with the Oak Tree Ordinance, no person shall cut, remove, encroach into the protected zone, or relocate any oak tree on any public or private property within the City, unless a valid oak tree permit has been issued by the City pursuant to the provisions of the Oak Tree Ordinance and the oak tree preservation and protection guidelines.

Direct impacts are those associated with tree removal or encroachment within the tree-protected zone (15 feet from the trunk or 5 feet from the dripline, whichever is greater). Tree removal is expected to be required when the trunk is located inside or within 2 feet of the proposed limits of grading. Encroachment is expected when soil and roots are disturbed within the tree-protected zone.

#### Cancer Center Site

**Less-Than-Significant Impact with Mitigation Incorporated.** According to Appendix C-4, there are 33 protected trees in the vicinity of the Cancer Center site: 32 oak trees that are protected under the Oak Tree Ordinance No. 2010-14 and one toyon is protected under the Landmark Tree Ordinance No. 2017-NS. As shown in Appendix C-4 (see Attachment B and C of Appendix C-4), these trees are located to the northwest (Trees 43 through 54, 66,



77 through 82, 96 and 97), southeast (Trees 29 through 33, 108), and southwest (Trees 34 and 35) of the Cancer Center site.

### Direct Tree Impacts/Tree Removal

Appendix C-4 indicates the removal of 14 protected trees. Table 4.3-5, Summary of Direct and Indirect Impacts to Protected Trees, summarizes the number of protected trees by species that are expected to be directly impacted by construction. As such, future development of the site would require an oak tree permit and arborist report, consistent with City requirements. The project proposes 42 mitigation oaks: (26) 24-inch box and (16) 36-inch box, to be planted throughout the subject property to offset the loss of the removed oak trees.

Any protected oak tree that requires removal should follow the procedure outlined in MM-BIO-10. Any tree that experiences direct impacts and is preserved onsite, shall follow the procedure outlined in MM-BIO-11, MM-BIO-12, and MM-BIO-13. With implementation of these measures, impacts to protected trees would be less than significant.

**Table 4.3-5. Summary of Direct and Indirect Impacts to Protected Trees on the Cancer Center Site**

Tree Species				
Scientific Name	Common Name	Direct Impacts		Indirect Impacts
		Removal	Encroachment	
<i>Quercus agrifolia</i>	coast live oak	11	5	13
<i>Quercus ilex</i>	holly oak	2	0	1
<i>Quercus lobata</i>	valley oak	1	1	1
<i>Heteromeles arbutifolia</i>	toyon	0	1	1
<b>Total</b>		<b>14</b>	<b>7</b>	<b>16</b>

The number of actual trees removed may be different than anticipated and presented in this report once grading plans are staked in the field and are being implemented. Any adjustments to the number of possible impacted trees will be documented by the proposed Project’s International Society of Arboriculture (ISA) Certified Arborist.

### Indirect Tree Impacts

Indirect impacts to trees are the result of changes to the site that may cause tree decline, even when the tree is not directly injured. Site-wide changes affecting trees include diverting runoff and stormwater, creating retention and detention ponds, relocating or improving streams, lowering or raising water tables, altering the capacity for soil moisture recharge, removing vegetation, or damming underground water flow (Matheny and Clark 1998). Indirect impacts to oak trees and landmark trees would result in a significant impact. With the implementation of MM-BIO-12 and MM-BIO-13, indirect impacts to protected trees would be reduced to less than significant.

### Janss Road Site

**Less-Than-Significant Impact with Mitigation Incorporated.** LSA prepared a Biological Resources Report dated August 2023 (Report), which identified protected oak and landmark trees within the project footprint, including eight coast live oak (*Quercus agrifolia*) and four holm oak trees. The protected trees are dispersed throughout the project site with two holly oak trees located within the existing parking lot, two holly oak trees located in concrete

planters on the northwest side of the project, two coast live oaks located in a landscaped planter on the southwest portion of the site, and six coast live oak trees located adjacent to North Lynn Road on the western site boundary. As described in Chapter 3, Project Description, of this EIR, it is assumed that existing onsite trees along the project boundaries would remain in place and that trees and landscaping located within the parking lot would be removed. Based on this assumption of future development of the site, protected trees within the existing parking lot could experience direct impacts from site development.

It is reasonable to assume that future development at the Janss Road site could also result in indirect impacts to protected trees. For purposes of this EIR, it is assumed future development of the Janss Road site would not result in direct impacts to the eight coast live oak trees located along the southwest and west boundaries of the property and that the four holly oak trees located within the parking lot and northwest portion of the property may require removal. As such, future development of the site would require an oak tree permit and arborist report, consistent with City requirements.

Any protected oak tree that requires removal should follow the procedure outlined in MM-BIO-10. Any tree that experiences direct impacts and is preserved onsite, shall follow the procedure outlined in MM-BIO-11, MM-BIO-12, and MM-BIO-13. With implementation of these measures, impacts to protected trees would be less than significant.

***F) Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?***

No Impact. The Cancer Center site and Janss Road site are not within any HCP, Natural Community Conservation Plan (NCCP), or other approved local, regional, or state HCP (CDFW 2019). Therefore, no impacts related to conflict with an adopted HCP, NCCP, or other approved local, regional, or state HCP.

### 4.3.5 Mitigation Measures and Level of Significance After Mitigation

***A) Would the Project 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 U.S. Fish and Wildlife Service?***

With implementation of MM-BIO-1 through MM-BIO-6, potentially significant impacts to species identified as a candidate, sensitive, or special-status species would be reduced to less than significant with mitigation incorporated.

MM-BIO-1 Coastal California Gnatcatcher Protocol Survey and Permitting (Cancer Center site). Prior to the issuance of a grading permit for the project, the applicant will retain a FESA section 10(a)(1)(A)-permitted biologist to conduct a protocol level survey for the coastal California gnatcatcher. The surveys will be conducted per the USFWS protocols (USFWS 1997) and will be conducted during the breeding season of the species (March 15 through June 30). Six surveys will all be conducted at least one week apart within the suitable habitat on the Project site. The adjacent private parcels will be surveyed from the Project site using binoculars. Results of the surveys will be submitted in a report to the USFWS and City. If the results of the survey are negative for coastal California gnatcatcher, then the suitable habitat on the Project site is considered not occupied and no further mitigation regarding the species is required.

**Compensatory Habitat Mitigation:** If coastal California gnatcatcher is found to be occupying the suitable habitat on site, then the applicant will consult with the USFWS on the need for permitting for the species under FESA. The Project does not have a federal nexus (i.e., impacts to waters of the U.S.), so it is expected that Section 10 of FESA would be the permitting pathway and an HCP would need to be developed. The 1.78 acres of suitable habitat (coastal sage scrub) will require a minimum of 1:1 replacement of in-kind habitat that is occupied by the species in the vicinity of the Project site. Since there are no available mitigation banks in the Project vicinity, a City-approved property containing at least 1.78 acres of suitable coastal California gnatcatcher habitat would be purchased within the Conejo Valley. The property would have a conservation easement placed on it, with the Conejo Open Space Conservation Agency or similar entity holding the conservation easement. The applicant would fund an endowment for the management of the property in perpetuity. The establishment of the conservation area is expected to be done in conjunction with the HCP process with USFWS, both of which must be completed prior to issuance of a grading permit for the Project.

**Nesting Season Avoidance:** If coastal California gnatcatcher is found to be occupying the suitable habitat on site, then all vegetation removal must occur from July 1 to March 14 to avoid the direct take of nests with eggs or young.

MM-BIO-2 **Biological Monitoring (Cancer Center site).** Prior to the issuance of a grading permit, the Applicant shall submit the qualifications of potential Biological Monitor(s) to the City for review and approval. The Applicant shall then retain the City-approved Biological Monitor(s) during Project construction to monitor construction activities and to ensure compliance with all mitigation measures. The Biological Monitor shall be present on site during all vegetation removal and each day prior to the commencement of grading activities. The Biological Monitor shall be responsible for conducting a pre-construction clearance survey and any wildlife (common or special-status) shall be relocated to City-approved areas. Pre-construction clearance surveys shall be conducted prior to construction of each new phase of the development. The Biological Monitor shall monitor to ensure that wildlife do not become entrapped in excavation or trenching areas. Safeguards shall be implemented during daytime periods of non-activity and overnight, such as a placing a platform over trenches, flush with the ground surface; installing escape ramps in trenches; or installing exclusionary fencing. Should relocation of any trapped wildlife be required, construction shall be halted until the Biological Monitor arrives on site and clears the work area (in compliance with all applicable permits and authorizations).

Daily monitoring reports shall be prepared by the Biological Monitor that at a minimum document the results of any surveys conducted, wildlife relocations, construction activities performed, compliance issues observed, corrective actions taken, and include photos. The monitoring reports shall be made available to the City Community Development Department.

MM-BIO-3 **Nesting Birds (Cancer Center site and Janss Road site).** Project construction shall be conducted in compliance with the conditions set forth in the Migratory Bird Treaty Act and California Fish and Game Code with methods approved by the California Department of Fish and Wildlife to protect active bird/raptor nests. Vegetation removal shall occur during the non-breeding season for nesting birds (generally late September to early March) and nesting raptors (generally early July to late January) to avoid impacts to nesting birds and raptors. However, if the Project requires that work be initiated during the breeding season for nesting

birds (March 1–September 30) and nesting raptors (February 1–June 30), in order to avoid direct impacts on active nests, a pre-construction survey shall be conducted by a City-approved Biologist for nesting birds and/or raptors within 3 days prior to clearing or disturbance of any vegetation. The survey will be conducted within 300 feet for nesting birds and within 500 feet for nesting raptors and coastal California gnatcatcher. If the Biologist does not find any active nests within or immediately adjacent to the impact areas, the vegetation clearing/construction work shall be allowed to proceed.

If the City-approved Biologist finds an active nest within or immediately adjacent to the construction area and determines that the nest may be impacted or breeding activities substantially disrupted, the Biologist shall delineate an appropriate buffer zone around the nest depending on the sensitivity of the species and the nature of the construction activity. Any nest found during survey efforts shall be mapped on the construction plans, which will be included in the report(s) documenting the survey(s) that will be submitted to the City within three days of the completion of the survey. The active nest shall be protected until nesting activity has ended. To protect any nest site, the following restrictions to construction activities shall be required until nests are no longer active, as determined by the City-approved Biologist: (1) clearing limits shall be established within a buffer around any occupied nest (the buffer shall be 100–300 feet for nesting birds and 300–500 feet for nesting raptors and California gnatcatcher), unless otherwise determined by a qualified Biologist and (2) access and surveying shall be restricted within the buffer of any occupied nest, unless otherwise determined by the City-approved Biologist. Encroachment into the buffer area around a known nest shall only be allowed if the Biologist determines that the proposed activity would not disturb the nest occupants. Construction can proceed when the Biologist has determined that fledglings have left the nest, or the nest has failed.

- MM-BIO- 4 **Bat Roost Avoidance (Cancer Center site and Janss Road site).** Prior to the issuance of a grading permit, the Applicant shall submit the qualifications of the biologist(s) to the City for review and approval. The City-approved biologist shall conduct a pre-construction bat habitat assessment of mature trees marked for potential removal. Potential for roosting shall be categorized by 1) potential for solitary roost sites, 2) potential for colonial roost sites (10 bats or more). If the potential for colonial roosting is determined, those trees shall not be removed during the bat maternity roost season (March 1 – July 31). Trees potentially supporting colonial roosts outside of maternity roost season, and trees potentially supporting solitary roosts may be removed via a two-step removal process, whereby some level of disturbance (such as trimming of lower branches) (at the direction of the City-approved biologist) is applied to the tree on day one to allow bats to escape during the darker hours, and the roost tree shall be removed two days later (i.e., there shall be no less or more than two nights between initial disturbance and the grading or tree removal). The trees will be dropped slowly under the supervision of the City-approved biologist and documented in the Biological Monitor’s daily monitoring report (see MM-BIO-2).
- MM-BIO-5 **Crotch Bumble Bee Pre-Construction Surveys.** A pre-construction survey for Crotch bumble bee shall be conducted within the construction footprint prior to the start of ground-disturbing construction activities occurring during the Crotch bumble bee nesting period (February 1 through October 31). The survey shall ensure that no nests for Crotch bumble bee are located within the construction area. The pre-construction survey shall include 1) a habitat assessment and 2) focused surveys, both of which will be based on recommendations described in the “Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species,”

released by the California Department of Fish and Wildlife (CDFW) on June 6, 2023 or the most current at the time of construction.

The habitat assessment shall, at a minimum, include historical and current species occurrences; document potential habitat onsite including foraging, nesting, and/or overwintering resources; and identify which plant species are present. For the purposes of this mitigation measure, nest resources are defined as abandoned small mammal burrows, bunch grasses with a duff layer, thatch, hollow trees, brush piles, and man-made structures that may support bumble bee colonies such as rock walls, rubble, and furniture. The habitat assessment will be repeated prior to February 1 in each year ground-disturbing activities will occur to determine if nesting resources are present within the impact area. If nesting resources are present in the impact area, focused surveys will be conducted.

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

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

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

A written survey report will be submitted to the City and CDFW within 30 days of the pre-construction survey. The report will include survey methods, weather conditions, and survey results, including a list of insect species observed and a figure showing the locations of any Crotch bumble bee nest sites or individuals observed. The survey report will include the qualifications/resumes of the surveyor(s) and approved biologist(s) for identification of photo vouchers, detailed habitat assessment, and photo vouchers. If Crotch bumble bee nests are observed, the survey report will also include recommendations for avoidance, and the location information will be submitted to the California Natural Diversity Database (CNDDDB) at the time of, or prior to, submittal of the survey report.

If the above measures are followed, it is assumed that the project shall not need to obtain authorization from CDFW through the California Endangered Species Act Incidental Take Permit process. If the nest resources cannot be avoided, as outlined in this measure, the project applicant will consult with CDFW regarding the need to obtain an Incidental Take Permit. Any measures determined to be necessary through the Incidental Take Permit process to offset impacts to Crotch bumble bee may supersede measures provided in this CEQA document and shall be incorporated into the habitat mitigation and monitoring plan.

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

MM-BIO-6 Least Bell's Vireo Focused Survey (Cancer Center site). A City-approved Biologist shall conduct two focused surveys for least Bell's vireo no earlier than 3 days prior to the beginning

of grading or any other type of ground disturbance. The results of the survey shall be submitted to the City prior to commencement of work. If any least Bell's vireo nests are found, the Biologist shall implement a default 500-foot minimum avoidance buffer. The breeding habitat/nest site shall be fenced and/or flagged in all directions. The nest will be monitored by the Designated Biologist, who will monitor the noise level generated by construction activities at the 500-foot avoidance buffer limits for one hour. If the noise level exceeds 60 dBA Leq<sup>1</sup> at 500 feet from the active nest, the buffer will be expanded until the dBA falls below that level. This area shall not be disturbed until the nest becomes inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, and the young will no longer be impacted by the project, as determined by the Biologist. If a lapse in project-related work of 5 days or longer occurs, another survey shall be required before project work can be reinitiated with the results submitted to the City.

***B) Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

For the Janss Road site, no direct or indirect impact to riparian habitat or other sensitive natural community would occur (Appendix C-3). With implementation of MM-BIO-2 and MM-BIO-7 though MM-BIO-9, potentially significant impacts to riparian habitat or other sensitive natural communities would be reduced to less than significant with mitigation incorporated.

MM-BIO-7 Demarcation of Disturbance Limits (Cancer Center site). Prior to commencement of earthwork for each phase of Project construction, the construction limits shall be clearly demarcated (e.g., installation of flagging or temporary high visibility construction fence), as recommended by the City-approved Biological Monitor. All construction activities including equipment staging and maintenance shall be conducted within the marked disturbance limits to prevent inadvertent disturbance to sensitive vegetation communities outside the limits of work. The flagging shall be maintained throughout construction.

MM-BIO-8 Invasive Species Prevention (Cancer Center site). The Project shall not include invasive plant species listed in the California Invasive Plant Council (Cal-IPC) inventory in project landscaping palettes. Project landscape palettes shall be reviewed and approved by the Community Development Director or their designee to ensure that invasive plant species are excluded. In addition, to prevent the spread of invasive plant species during construction and until the establishment of common landscaped areas associated with the project, the following measures shall be implemented:

- A Workers Environmental Awareness Training (WEAT) program will be prepared that will include invasive species prevention measure implemented by the project. The WEAT will include descriptions of the common invasive plants known in the region. The WEAT will also include descriptions of sensitive resources known to occur in the Project site and the procedures to follow should a sensitive resource be encountered.

<sup>1</sup> dBA = weighted decibel, Leq = average noise level on an energy basis for any specified time period

- All mobile vehicles and construction equipment shall be washed prior to entering the Project site in an upland location where any seed material from invasive species will be contained and not carried onto the Project site. Logs of the washing will be submitted monthly to the City.
- Following the completion of grading activities, for those areas of the Project site that are graded but not yet developed/landscaped, the City-approved Biological Monitor shall conduct monthly spot checks to prevent the introduction or establishment of invasive plant species onto the graded areas (see MM BIO-4). If invasive species are identified, the Biological Monitor shall remove the plants with hand tools or weeding equipment to prevent propagation.
- All vegetative material removed from the Project Footprint shall be transported in a covered vehicle and will be disposed of at a certified disposal site.

MM-BIO-9 Landscaping Plan (Cancer Center site). Prior to the issuance of the first grading permit, the Applicant shall prepare a landscaping plan submit the landscaping plan to the City for review and approval. The landscaping plan shall include, but not be limited to, the following:

- Plant species list shall include scientific name, common name, plant container size, and quantities.
- Invasive plant species (designated by the California Invasive Plant Council) shall not be included in the landscaping plan as they could establish off-site and have negative impacts to the adjacent habitats.
- Non-native milkweeds shall not be included in the landscaping plan as they could establish off-site and have negative impacts to the adjacent habitats.
- Plant layout shall indicate the location of the plant species.
- Planting notes shall include irrigation and plant installation requirements such as mulch requirements.
- Where native species are required, the species shall be regionally appropriate native species of the region (locally indigenous native species).

***C) Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

Construction and operation of the Cancer Center would avoid direct impacts to jurisdictional features and associated riparian habitat. The potential for temporary indirect impacts from construction of the Cancer Center would be less than significant due to required compliance with regulations. Therefore, impacts would be less than significant.

No wetlands or other jurisdictional waters occur on the Janss Road site. As such, no direct or indirect impacts to wetlands or other jurisdictional waters would occur.

***D) Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

Due to the amount of development surrounding the Cancer Center and Janss Road sites, impacts to wildlife movement and corridors would be less than significant. Impacts to native wildlife nursery sites are discussed in Threshold A.



***E) Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

Prior to construction of the Cancer Center, the Applicant would be required to obtain a City of Thousand Oaks Oak/Landmark Tree Permit and required to implement MM-BIO-9 through MM-BIO-12. With implementation of these measures, impacts to protected trees would be reduced to less than significant.

As described in Chapter 3, Project Description, of this EIR, it is assumed that existing onsite trees along the Janss Road Project boundaries would remain in place with future development and that landscaping and protected trees located within the parking lot would be removed. With required obtainment of a City of Thousand Oaks Oak/Landmark Tree Permit prior to future construction at the Janss Road site, if necessary, and implementation of MM-BIO-10 through MM-BIO-13, impacts to protected trees would be less than significant with mitigation incorporated.

**MM-BIO-10** Oak Tree Removal and Replacement (Cancer Center site and Janss Road site). A total of 28 24-inch box size and 17 36-inch box size oak trees shall be planted and depicted on the landscape architect's planting plan. If different sized oak trees are proposed for installation or an alternate mitigation site is identified, the proposed size, quantity, and site shall be approved by the City of Thousand Oaks Community Development Director. Trees shall be installed per ISA tree planting specifications under the direction and supervision of an ISA Certified Arborist. Installed trees shall be monitored by an ISA Certified Arborist for the first 5 years after installation. The ISA Certified Arborist shall submit an annual report documenting tree species, diameter, height above grade, measured dripline, appearance and health conditions, physical description, and photographs of each tree.

**MM-BIO-11** Tree Protection Prior to Construction (Cancer Center site and Janss Road site). An ISA Certified Arborist shall be retained to oversee implementation of the following:

**Fencing:** All remaining trees that will not be relocated or removed shall be preserved and protected in place. Trees within approximately 15 feet of proposed construction activity shall be temporarily fenced with chain link or other material satisfactory to City planning staff throughout grading and construction activities. The fencing shall be installed 5 feet outside of the dripline of each tree (or edge of canopy for cluster of trees), be 4 feet tall, and staked every 6 feet. For trees located south of the project site and within 15 feet of construction limits, fencing may be installed closer to the trees and within the tree protection zone (TPZ) for trees that are otherwise protected by the existing retaining wall to the south of the project site. The fenced area shall be considered the TPZ unless proximate construction requires temporary removal.

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

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

MM-BIO-12 Tree Protection and Maintenance During Construction (Cancer Center site and Janss Road site). An International Society of Arboriculture (ISA) Certified Arborist shall be retained to oversee implementation of the following:

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

**Storage and Disposal:** Do not store or discard any supply or material, including paint, lumber, concrete overflow, etc. within the tree protection zone. Remove all foreign debris within the tree protection zone; it is important to leave the duff, mulch, chips, and leaves around the retained trees for water retention and nutrients. Avoid draining or leakage of equipment fluids near retained trees. Fluids such as gasoline, diesel, oils, hydraulics, brake and transmission fluids, paint, paint thinners, and glycol (anti-freeze) shall be disposed of properly. Keep equipment parked at least 50 feet away from retained trees to avoid the possibility of leakage of equipment fluids into the soil. The effect of toxic equipment fluids on the retained trees could lead to decline and death.

**Grade Changes:** Grade changes, including adding fill, are not permitted within the TPZ without special written authorization and under the supervision of an ISA Certified Arborist or as provided by the approved landscape plan. Lowering the grade within this area will necessitate cutting main support and feeder roots, jeopardizing the health and structural integrity of the tree(s). Adding soil, even temporarily, on top of the existing grade will compact the soil further and decrease both water and air availability to the trees' roots.

**Moving Construction Materials:** Above ground tree parts that could be damaged (e.g., low limbs, trunks) shall be flagged with red ribbon prior to the start of construction, per MM-BIO-3. If contact with the tree crown is unavoidable, the conflicting branch(es) shall be pruned using ISA standards under the direction and supervision of an ISA Certified Arborist.

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

**Irrigation:** In the event that root pruning is necessary, trees that have been substantially root pruned (30% or more of their root zone) will require irrigation for the first 12 months. The first irrigation shall be within 48 hours of root pruning. They shall be deep watered every 2 to 4 weeks during the summer and once a month during the winter (adjust accordingly with rainfall). One irrigation cycle shall thoroughly soak the root zones of the trees to a depth of 3 feet. The soil shall dry out between watering; avoid keeping a consistently wet soil. Designate one person to be responsible for irrigating (deep watering) the trees. Check soil moisture with a soil probe before irrigating. Irrigation is best accomplished by installing a temporary above ground micro-spray

system that will distribute water slowly (to avoid runoff) and evenly throughout the fenced protection zone *but never soaking the area located within 6 feet of the tree trunk, especially during warmer months.*

**Pruning:** Trees shall not be pruned until all construction is completed. This will help protect the tree canopies from damage. All pruning shall be completed under the direction of an ISA Certified Arborist and using ISA guidelines. Only dead wood shall be removed from tree canopies.

**Washing:** During construction in summer and autumn months, wash foliage of trees adjacent to the construction sites with a strong water stream every two weeks in early hours before 10:00 a.m. to control mite and insect populations.

**Inspection:** An ISA Certified Arborist shall inspect the 26 preserved trees on a monthly basis during construction. A report comparing tree health and condition to the original, pre-construction baseline shall be submitted following each inspection. Photographs of representative trees are to be included in the report on a minimum annual basis.

MM-BIO-13 **Tree Maintenance After Construction (Cancer Center site and Janss Road site).** Once construction is complete the fencing may be removed, and the following measures shall be performed to sustain and enhance the vigor of the preserved trees:

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

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

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

**Watering Adjacent Plant Material:** All plants near the trees shall be compatible with water requirements of said trees. The surrounding plants shall be watered infrequently with deep soaks and allowed to dry out in-between, rather than frequent light irrigation. The soil shall not be allowed to become saturated or stay continually wet. Irrigation spray shall not hit the trunk of any tree. A 60-inch dry-zone shall be maintained around all tree trunks. An aboveground micro-spray irrigation system is recommended over typical underground pop-up sprays.

**Washing:** Periodic washing of the foliage is recommended during construction but no more than once every 2 weeks. Washing shall include the upper and lower leaf surfaces and the tree bark. This shall continue beyond the construction period at a less frequent rate with a high-powered hose only in the early morning hours. Washing will help control dirt/dust buildup that can lead to mite and insect infestations.

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

**Inspection:** All trees that were impacted during construction within the TPZ shall be monitored by an ISA Certified Arborist for the first 5 years after construction completion. The ISA Certified Arborist shall submit an annual report, photograph each tree, and compare tree health and condition to the original, pre-construction baseline.

**F) Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

No impacts related to conflict with a HCP, NCCP, or other approved local, regional, or state HCP would occur, and no mitigation is needed.

### 4.3.6 References Cited

Beier, Paul, and Steve Loe. "In My Experience: A Checklist for Evaluating Impacts to Wildlife Movement Corridors." *Wildlife Society Bulletin (1973-2006)*, vol. 20, no. 4, 1992, pp. 434-40. JSTOR, <http://www.jstor.org/stable/3783066>. Accessed 18 Dec. 2023.

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## 4.4 Cultural, Tribal Cultural, and Paleontological Resources

This section describes the existing cultural, tribal cultural, and paleontological resources conditions of the Los Robles Comprehensive Cancer Center (Cancer Center site) and the 355 West Janss Road General Plan Amendment and Zone Change (Janss Road site) Project (collectively the “Project”), identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the Project.

In addition to the documents incorporated by reference, the following analysis is based, in part, on the following sources:

- **CONFIDENTIAL:** California Historical Resources Information System records search results, completed by Dudek, November 2022 (Confidential Appendix D-1<sup>1</sup>)
- Assembly Bill 52 Letters and Senate Bill 18 Notification Letters, prepared by Dudek on behalf of the City of Thousand Oaks, March 2023 (Appendix D-2)
- **CONFIDENTIAL:** Record of Assembly Bill 52 and Senate Bill 18 Consultation Record, completed by the City of Thousand Oaks, August 2023 (Confidential Appendix D-3<sup>2</sup>)
- Geotechnical Site Evaluation Report – HCA Medical Office Building Southeast Corner of Rolling Oaks and Los Padres Drives, prepared by Gorian & Associates, Inc. on April 24, 2020 (Appendix E)

Other sources consulted are listed in Section 4.4.6, References Cited.

### 4.4.1 Existing Conditions

#### Environmental Setting

The Project area is located within the central Transverse Ranges Geomorphic Province, which extends from Point Conception in the west to the San Bernardino Mountains in the east. The province also includes the San Gabriel, Santa Monica, and Santa Ynez Mountains and the offshore San Miguel, Santa Rosa, and Santa Cruz Islands (California Geological Survey 2002; Fuller et al. 2015; Harden 2004; Morton and Miller 2006). This geomorphic province structure is east-west trending and is oblique to the normal northwest trend of coastal California. Regionally, the Transverse Ranges extend offshore west to include the continental shelf and offshore islands (Santa Cruz, Santa Rosa, and San Miguel) (California Geological Survey 2002; Fuller et al. 2015; Harden 2004; Morton and Miller 2006).

#### Cancer Center Site

The site is composed of vacant land and was previously developed for a daycare facility, which has since been demolished. The prior children’s daycare facility (Young Set Club) included a main building, swimming pool, basketball court, playground, and other recreational facilities. Some pavement remnants as well as the swimming pool (filled with soil) are currently present on site. The site is vegetated with numerous ornamental trees; protected

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<sup>1</sup> The confidential records search results, which contains sensitive information related to the location of cultural sites is on file with the City and is available for review by eligible individuals.

<sup>2</sup> Any information submitted by a California Native American tribe during the environmental review process shall not be included in the environmental review document or otherwise disclosed [PRC, § 21082.3]. No document prepared for public examination shall include information about the location of sacred sites [CEQA, § 15120(d)]. The Confidential Record of Assembly Bill 52 and Senate Bill 18 Consultations is on file with the City and is available for review by eligible individuals.

status trees, including coast live oak (*Quercus agrifolia*), holly oak (*Quercus ilex*), valley oak (*Quercus lobata*), scrub oak (*Quercus ilicifolia*), toyon (*Heteromeles arbutifolia*) and California Bay Laurel (*Umbellularia californica*); and shrubs. Disturbed coastal sage scrub is found on the southern part of the site blending to open space on the adjacent vacant property. A more detailed description of the environmental setting can be found in Chapter 3, Project Description, of this environmental impact report (EIR).

The natural setting of the site and surrounding area prior to development would have likely included primarily coastal sage scrub as the site has been graded from a landscape of undulating foothills to relatively flat land, and some annual grasses and scattered oaks. The nearest natural freshwater source to the Cancer Center site during prehistoric and historic periods would have been seasonal unnamed tributaries and the more distant Arroyo Conejo.

#### Janss Road Site

The site is utilized as a surface parking lot for employees of the Los Robles Regional Hospital. The surface parking lot contains landscape planters with ornamental trees located between parking rows. Ornamental trees also line the northern and western site boundary and a portion of the eastern site boundary. A more detailed description of the environmental setting can be found in Section 4.3, Biological Resources, of this EIR.

The natural setting of the site and surrounding area prior to development would have likely included primarily coastal sage scrub as the site has been graded from a landscape of undulating foothills to relatively flat land. The nearest natural freshwater source to the Janss Road site during prehistoric and historic periods would have been a North Fork of the Arroyo Conejo (NETR 2022a).

### Background Research

#### Cultural Resources Records Search

On November 23 and November 29, 2022, and July 20, 2023, Dudek conducted a search of the California Historical Resources Information System (CHRIS) database at the South-Central Coastal Information Center (SCCIC), located on the campus of California State University, Fullerton. The search included any previously recorded cultural resources and investigations within a 0.5-mile radius of the proposed Project site. The CHRIS search also included a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Historic Resources Inventory list. The records search results are provided in Confidential Appendix D-1<sup>3</sup>) in this Draft EIR.

#### Previously Conducted Cultural Resource Studies

#### Cancer Center Site

Results of the CHRIS database records search indicate that twenty-three (23) cultural resource studies have been conducted within the records search area between 1967 and 2011. Of these studies, one is mapped as having addressed approximately 10 percent of the proposed Cancer Center site (VN-01640) and two address properties immediately adjacent to the proposed Cancer Center site (VN-00728, VN-00654).

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<sup>3</sup> The confidential records search results, which contains sensitive information related to the location of cultural sites is on file with the City and is available for review by eligible individuals.



## Janss Road Site

Results of the CHRIS database records search indicate that six (6) cultural resource studies have been conducted within the records search area between 1976 and 2006. Of these studies, one is mapped as having addressed 100 percent of the proposed Janss Road site (VN-02843).

Table 4.4-1, below, summarizes all cultural resources studies submitted to the CHRIS for each Project component and is followed by a brief summary of the studies that address the site components and/or adjacent properties.

**Table 4.4-1. Previously Conducted Cultural Resource Studies within 0.5-Mile of the Project**

CHRIS Report Number	Authors	Date	Title	Proximity of Study Area to Project Site
<b>Cancer Center Site</b>				
VN-00028	Rosen, Martin D.	1975	Evaluation of the Archaeological Resources and Potential Impact of Proposed Widening and Realignment of the Ventura Freeway (federal Highway 101), Ventura County	Outside
VN-00111	Whitley, David S.	1978	A Consideration of Potential Archaeological Resources Within Three Community Development Block Programs, City of Thousand Oaks, Ventura County, California	Outside
VN-00119	Singer, Clay A.	1977	Cultural Resource Survey and Impact Assessment for Tentative Tract No. 2768, City of Thousand Oaks, Ventura County, California	Outside
VN-00136	Singer, Clay A.	1978	Cultural Resource Survey and Impact Assessment for a 26 Acre Parcel in the Downtown Section of the City of Thousand Oaks, Ventura County, California	Outside
VN-00195	Singer, Clay A.	1977	Report on Limited Archaeological Test Investigations of Sites VEN-535, 536 and 537, City of Thousand Oaks Ventura County, California	Outside
VN-00203	Unknown	1979	Archaeological Investigations at the Ring Brothers Site Complex Thousand Oaks, California	Outside
VN-00483	W & S Consultants	1986	Archaeological Assessment of Coast Federal Savings Mountain Valley Homes Project Property, Ventura County, Calif.	Outside
VN-00518	Parker, John	1987	Archaeological Evaluation of the Callegus [sic] Municipal Water District, Lake Sherwood Project, Ventura County	Outside
VN-00654	Parker, John	1987	Cultural Resource Evaluation of Callegus [sic] Municipal Water District Lake Sherwood Project Alternate Route 4	Adjacent
VN-00728	Lopez, Robert	1987	Ventura County Archaeological Society Thousand Oaks Area Plan Archaeological Resources	Adjacent
VN-00814	McKenna, Jeanette A.	1990	An Intensive Historic and Prehistoric Archaeological Survey of the Proposed Calvary	Outside

**Table 4.4-1. Previously Conducted Cultural Resource Studies within 0.5-Mile of the Project**

CHRIS Report Number	Authors	Date	Title	Proximity of Study Area to Project Site
			Community Church Project Area, Thousand Oaks, Ventura County, California	
VN-00944	Boyer, Jackie	1967	Field Project Ucas-107	Outside
VN-01040	Stelle, Kenneth and Albert Gallardo	1982	For Improvement of the Operational Characteristics of Route 101, the Ventura Freeway in Los Angeles and Ventura Counties, Between Route 405 in Los Angeles, and the Santa Clara River in Oxnard	Outside
VN-01102	Singer, Clay A.	1977	Preliminary Cultural Resource Survey and Potential Impact Assessment for Thirteen Areas in Southern Ventura County, California	Outside
VN-01206	Simon, Joseph M.	1993	A Phase I Archaeological and Historical Resource Survey and Assessment of a Seven Acre Parcel in Thousand Oaks, Ventura County, California	Outside
VN-01322	Whitley, David S. and Joseph M. Simon	1994	Phase 1 Archaeological Survey and Cultural Resources Assessment of the Oak Creek Seniors' Villa Parcel, Thousand Oaks, Ventura County, California	Outside
VN-01520	Romani, John F.	1982	Archaeological Survey Report for the 07-LA/VEN 101 Project P.M. 17.1-38.2/0.0-22.7 07351 - 076620	Outside
VN-01539	Huey, Gene	1978	Phase 1 Archaeological Survey VEN 101 P.m. 4.1/23.0 Freeway Widening and Pavement Reconstruction	Outside
VN-01640	Wlodarski, Robert J.	1998	A Phase I Archaeological Study, Rolling Oaks Drive Extension Project, City of Thousand Oaks, County of Ventura, California	Overlaps
VN-01903	Sylvia, Barbara	2000	Reconstruction of Us 101 Median, Bridges, Pavement and Ramps	Outside
VN-02239	King, Chester and Parsons, Jeff	2000	Archaeological Record of Settlement and Activity in the Simi Hills Malu'liwini	Outside
VN-02836	Orfila, Rebecca S.	2009	Archaeological Survey for the Southern California Edison company: Replacement of Fifteen Deteriorated Power Poles on the Moorpark-Thousand Oaks No. 2 66kV Line, Newbury-Thousand Oaks 66kV Line, and the Moorpark-Potrero-Thousand Oaks 66kV Line, Ventura County, California	Outside
VN-03034	Kirksih, Alex	2011	Archaeological Survey Report for the SR-23/US-101 Interchange Project Ventura County, California	Outside

**Table 4.4-1. Previously Conducted Cultural Resource Studies within 0.5-Mile of the Project**

CHRIS Report Number	Authors	Date	Title	Proximity of Study Area to Project Site
<b>Janss Road Site</b>				
VN-00059	Rosen, Martin D.	1977	Evaluation of the Archaeological Resources and Potential Impact of Proposed Development of 632 Acres in Thousand Oaks, California	Outside
VN-00231	Lopez, Robert	1980	A Re-evaluation of the Archaeological Resources Contained Within and Directly Or Indirectly Impacted by the 633 Acres Proposed for Tract 3465 Thousand Oaks, Ventura County, California	Outside
VN-01419	Maxwell, Thomas J.	1976	Unit "y" Sewer Replacement Sch. No. 75051421 City of Thousand Oaks	Outside
VN-02239	King, Chester and Parsons, Jeff	2000	Archaeological Record of Settlement and Activity in the Simi Hills Malu'liwini	Outside
VN-02578	Bonner, Wayne H.	2006	Cultural Resources Records Search Results and Site Visit for T-Mobile USA Candidate Sv00714c (Hartwick Circle), 2100 Hartwick Circle, Thousand Oaks, Ventura County, California	Outside
VN-02843	Amaglio, Alessandro	2005	Conejo Fire Mitigation, Conejo Recreation and Park District, FEAM-1498-DR-CA, HMGP #1498-98-36	Overlaps

**VN-00654**

*Cultural Resource Evaluation of Callegus [sic] Municipal Water District Lake Sherwood Project Alternate Route 4* (Parker 1987), documents the results of a cultural resources assessment consisting of an archival record search, literature review, and pedestrian survey. The area of study is immediately adjacent to the north and east of the Cancer Center site. The study was conducted to determine if a proposed water line would impact cultural resources. No cultural resources were identified within the current Cancer Center site as a result of the investigation. Recommendations included that in the event unrecorded cultural material is encountered during construction, work within the vicinity of the find be suspended until a qualified archaeologist could evaluate the find.

**VN-00728**

*Ventura County Archaeological Society Thousand Oaks Area Plan Archaeological Resources* (Lopez 1987), documents the results of a cultural overview for the Thousand Oaks Area Plan and includes a background research, literature review, and archival records search. The area of study is immediately adjacent and east of the Cancer Center site. The study found that five cultural resources were recorded within the vicinity of the study area; however, the location and a description of the resources is not provided. Due to the potential for cultural resources to exist within the study area, it was recommended a Phase I archeological study be done prior to any development project.

**VN-01640**

*A Phase I Archaeological Study, Rolling Oaks Drive Extension Project, City of Thousand Oaks, County of Ventura, California* (Wlodarski 1998), documents the results of a Phase I archaeological survey and cultural resources assessment consisting of an archival record search, literature review, and pedestrian survey. The area of study overlaps approximately 10 percent of the Cancer Center site. No cultural resources were identified within the current Cancer Center site as a result of the investigation. The study found that the proposed development within the study area would have no impact on cultural resources and in the unlikely event of discovery of cultural remains during construction, a qualified archaeologist must be consulted to evaluate the find.

**VN-02843**

*Conejo Fire Mitigation, Conejo Recreation and Park District, FEAM-1498-DR-CA, HMGP #1498-98-36* (Amaglio 2005), documents the results of a cultural resources assessment including a CHRIS records search and literature review, a search of the Native American Heritage Commissions Sacred Lands File, Native American outreach, and a pedestrian survey. The report was written in compliance with Section 106 of the National Historic Preservation Act (NHPA), for proposed vegetation management by the Conejo Recreation and Park District. The area of study overlaps the entire proposed Janss Road site. No previously unrecorded, cultural resources were identified within the proposed Janss Road site as a result of the study and no cultural material was observed within the resources located adjacent to the proposed Janss Road site (CA-VEN-000078, -000080, or -000081). The lack of cultural material was asserted to likely be due to the destruction of the recorded archaeological sites as a result of development.

Previously Recorded Cultural Resources

Cancer Center Site

The SCCIC records indicate that six (6) cultural resources have been previously recorded within 0.5-mile of the proposed Cancer Center site, none of which are located within or adjacent to the proposed Cancer Center site. The identified cultural resources include five (5) prehistoric archaeological sites and one (1) prehistoric isolate.

Janss Road Site

The SCCIC records indicate that six (6) cultural resources, each a prehistoric archaeological site, have been previously recorded within 0.5-mile of the proposed Janss Road site, one of which is located adjacent to the proposed Janss Road site.

Table 4.4-2, below, summarizes all previously recorded cultural resources identified within the records research radius followed by summaries of each cultural resource located within the records search radius.

**Table 4.4-2. Previous Recorded Cultural Resources Within a 0.5-Mile Radius of the Project Site**

Designation	Resource Description	Recording Events	NRHP/CRHR Eligibility	Approximate Proximity to Proposed Project Site
<b>Cancer Center Site</b>				
P-56-000490	Prehistoric isolate consisting of a chert projectile point	1976 (Whitley Ivie)	Not Evaluated	660 meters (2170 feet)

**Table 4.4-2. Previous Recorded Cultural Resources Within a 0.5-Mile Radius of the Project Site**

Designation	Resource Description	Recording Events	NRHP/CRHR Eligibility	Approximate Proximity to Proposed Project Site
				northwest
P-56-000535 (CA-VEN-000535)	Prehistoric site consisting of flakes, flake tools, one burned terrestrial mammal bone, and one marine shell fragment	1977 (Clay A. Singer)	Not Evaluated	340 meters (1120 feet) south
P-56-000536 (CA-VEN-000536)	Prehistoric site consisting of flakes, flaked stone tools, and groundstone	1977 (Clay A. Singer)	Unknown	490 meters (1610 feet) south
P-56-000537 (CA-VEN-000537)	Prehistoric site consisting of flakes, flaked stone tools, groundstone, and cores	1977 (Clay A. Singer)	Not Evaluated	430 meters (1410 feet) southwest
P-56-000561 (CA-VEN-000561)	Prehistoric site consisting of midden, groundstone flakes, cores, burned mammal bone, and marine shell fragments	1978 (Clay A. Singer)	Unknown	370 meters (1210 feet) south
P-56-001107 (CA-VEN-001107)	Prehistoric; shell midden and stone flakes	1993 (Joe M. Simon and Richard Angulo, W&S Consultants); 2006 (Catherine M. Wood, Jones & Stokes)	Not Evaluated	340 meters (1120 feet) north
<b>Janss Road Site</b>				
P-56-000078 (CA-VEN-000078)	Prehistoric site consisting of marine shell, groundstone, chipped stone tools, hammerstones, and cores	1965 (C. King)	Not Evaluated	195 meters (640 feet) northeast
P-56-000079 (CA-VEN-000079)	Prehistoric site consisting of marine shell, groundstone, chipped stone tools, and hammerstones	1965 (C. King)	Not Evaluated	43 meters (141 feet) northeast
P-56-000080 (CA-VEN-000080)	Prehistoric site consisting of chipped stone tools, flakes, and human remains	1965 (C. King); 1966 (C. King)	Not Evaluated	Adjacent
P-56-000081 (CA-VEN-000081)	Prehistoric site consisting of chipped stone tools, a core, and a groundstone fragment	1965 (C. King); 1976 (Rosen)	Not Evaluated	160 meters (525 feet) west
P-56-000315 (CA-VEN-000315)	Prehistoric site consisting of a stone bowl, groundstone fragment, and a bone awl	1974 (T. Maxwell)	Not Evaluated	390 meters (1279 feet) northwest
P-56-000323 (CA-VEN-000323)	Prehistoric site consisting of flakes, flaked stone tools, bone, and marine shell	1976 (Ivie)	Not Evaluated	520 meters (1706 feet) northwest

Note: NRHP = National Register of Historic Places; CRHR = California Register of Historical Resources

### **P-56-000490**

P-56-000490 is a prehistoric isolate located at an elevation of 720 ft amsl and is located approximately 660 (2170 feet) meters northwest and 80 ft below the proposed Cancer Center site. P-56-00490 was formally recorded in 1976 by Ivie, who described the isolate as a basal notched projectile point made of Monterey chert. It is standard practice that isolated artifacts are not eligible for listing in the NRHP or the CRHR; therefore, P-56-000490 has not been formally evaluated for listing on the NRHP or the CRHR.

### **P-56-000535 (CA-VEN-000535)**

P-56-000535 is a prehistoric resource measuring 10 meters by 20 meters (32 feet by 65 feet) at an elevation of 900 ft amsl and is located approximately 340 meters (1120 feet) south and 80 ft above the proposed Cancer Center site. P-56-000535 is documented as consisting of flakes, flaked stone tools, one burned deer bone, and one marine shell fragment. The site was originally formally recorded in 1977 by Singer, who described the site as a small hunting station or gathering area. Singer made the following note without further explanation, “site totally collected”. This site has not been subjected to subsurface testing nor has it been evaluated for listing on the CRHR or NRHP.

### **P-56-000536 (CA-VEN-000536)**

P-56-000536 is a prehistoric resource measuring 60 meters by 80 meters (197 feet by 262 feet) at an elevation ranging from 930 feet to 960 feet and is located approximately 490 meters (1610 feet) south and 130 feet to 160 feet above the proposed Cancer Center site. P-56-000536 is documented as consisting of flakes, flaked stone tools, and groundstone. The site was originally formally recorded in 1977 by Clay Singer, who described the site as a light lithic scatter that was “probably a late period acorn gathering camp with assorted special activities like VEN-535.” In April of 1977, Singer performed a sample surface collection and excavated a single test unit to a depth of 30 cm. Results of Singer’s limited testing prompted another excavation in September of 1978 conducted by Kathryn Pedrick and Patricia Munro, under the supervision of Dr. C. William Clewlow. A total of twenty-three (23) 1x1 meter units, seven (7) auger holes, eight (8) 2x2 meter units, and two (2) 2x3 meter units were excavated until a sterile level or bedrock was reached. Recovered artifacts included various groundstone, flaked stone tools, charcoal, and obsidian. Four features were observed; Feature 1 included a basin matate and a concentration of unshaped volcanic rock; Features 2 and 3 included unmodified rock piled with manos and other groundstone artifacts and Feature 4 included manos and metate fragments, and numerous scrapers. The cultural deposit within the site varied in depth from 20-80 cm, with the heaviest concentration of cultural materials being found between 25-40 cm. No midden was observed during excavation. Due to the number of grinding tools recovered, the site was interpreted as a processing station. The formal evaluation of the site was not included within the site record however, based on the description provided in the site record, CA-VEN-536 may meet the criteria for eligibility of listing in the CRHR.

### **P-56-000537 (CA-VEN-000537)**

P-56-000537 is a prehistoric resource measuring 50 meters by 160 meters (164 feet by 525 feet) at an elevation ranging from 890 feet to 910 feet and is located approximately 430 meters (1410 feet) southwest and 90 feet to 110 feet above the proposed Cancer Center site. P-56-000537 is documented as consisting of flakes, flaked stone tools, mano and metate fragments, and cores located on a low terrace overlooking a deep canyon and a smaller area on a spur on the east side of the canyon. The mano and metate fragments were found on the highest point above the canyon and the greatest concentration of flakes were discovered in the low area east of terrace top. The

site was originally formally recorded in 1977 by Singer, who described the site as a “Middle Horizon site probably related to VEN-65”. This site has not been subjected to subsurface testing nor has it been evaluated for listing on the CRHR or NRHP.

#### **P-56-000561 (CA-VEN-000561)**

P-56-000561 is a prehistoric resource measuring 50 meters by 100 meters (164 feet by 328 feet) at an elevation range between 875 to 900 feet and is located approximately 370 meters (1210 feet) south and 75 feet to 100 feet above the proposed Cancer Center site. P-56-000561 is documented as consisting of midden, mortars, pestles, basin metates and manos, flakes, cores, burned mammal bone, and marine shell fragments. The site was originally formally recorded in 1978 by Singer, who described the site as a deposit of unknown size, under and around a disturbed area, and appearing to be contemporaneous with deposits at CA-VEN-535. Singer noted the disturbance to the site was “probably extreme”. This site has not been subjected to subsurface testing nor has it been evaluated for listing on the CRHR or NRHP.

#### **P-56-001107 (CA-VEN-001107)**

P-56-001107 is a prehistoric resource measuring 120 meters by 45 meters (394 feet by 148 feet) at an elevation of 780 feet and is located approximately 340 meters (1120 feet) north and 20 feet below the proposed Cancer Center site. P-56-001107 is documented as consisting of primary, secondary and tertiary chert and chalcedony flakes, and fire-cracked rock, and was originally formally recorded in 1993 by Joe Simon and Richard Angulo, who described the site as a “disturbed remnant of knolltop midden”. Simon and Angulo examined an exposed cut slope and documented the depth of deposit to extend approximately 50 cm in that location of the site. Simon and Angulo also noted that approximately 80 percent of the site had been destroyed by recent development; however, no evidence is provided in the site record to support the assertion. A portion of the site, which overlaps the U.S. Highway 101 right-of-way, was reexamined during a 2006 survey conducted by Catharine M. Wood as part of a California Department of Transportation investigation. No cultural resources were observed at that time. This site has not been evaluated for listing on the CRHR or NRHP.

#### **P-56-000078 (CA-VEN-000078)**

P-56-000078 is a prehistoric site measuring 46 meters by 15 meters (approximately 150 feet by 50 feet) at an elevation of 760 feet and is located approximately 195 meters (640 feet) northeast of the proposed Janss Road site. The SCCIC mapped location of the site is approximate. P-56-000078 is documented as extending to a depth of at least 18 inches and consists of marine shell, hammerstones, manos, metate fragments, scrappers, uniface cobbles, cores, tabular knives, chert knife fragment, a pitted stone, and a possible mortar fragment. The site was formally recorded in 1965 by C. King who described the site as a small site that will likely be destroyed by housing development within the year. King also noted that a road was in the process of being built through the northern portion of the site. P-56-000078 has not been subjected to subsurface testing nor has it been evaluated for listing on the CRHR or NRHP.

#### **P-56-000079 (CA-VEN-000079)**

P-56-000079 is a prehistoric site measuring 15 meters by 23 meters (approximately 50 feet by 75 feet) at an elevation of 760 feet and is mapped approximately 43 meters (141 feet) northeast of the proposed Janss Road site. The SCCIC mapped location of the site is approximate. P-56-000079 is documented as manos, scrappers, knife fragment, hammerstones, angular chopper and marine shell. The site was formally recorded in 1965 by C.

King who described the site as a small site that will be destroyed by a proposed housing development. P-56-000079 has not been subjected to subsurface testing nor has it been evaluated for listing on the CRHR or NRHP.

#### **P-56-000080 (CA-VEN-000080)**

P-56-000080 is a prehistoric site measuring 7.5 meters by 15 meters (approximately 25 feet by 50 feet) at an elevation of 720 feet and is located directly adjacent to the proposed Janss Road site. P-56-000080 is documented as consisting of three shale knives, shale flakes, and one basalt scrapper. The site was formally recorded in 1965 by C. King who described the site as a small area scattered with tools and flakes. King noted the surface assemblage as quite unusual, and the site should be excavated prior to development. There is a handwritten note on the site record stating the site was filled over in December of 1966. Also included within the site record is an image of human remains within a trench. The photograph is dated 1971 and is labeled “Burial #1”. The photograph also has written on it that the skull is located at the 48-inch to 54-inch level. There is no site record update accompanying the photograph. P-56-000080 has not been subjected to subsurface testing nor has it been evaluated for listing on the CRHR or NRHP.

#### **P-56-000081 (CA-VEN-000081)**

P-56-000081 is a prehistoric site measuring 152 meters by 15 meters (approximately 500 feet by 50 feet) at an elevation of 760 feet and is located approximately 160 meters (525 feet) west of the proposed Janss Road site. P-56-000081 is documented as consisting of a metate fragment, core, and two scrapers. The site was formally recorded in 1965 by C. King who also recorded that a road runs through the site and that the site was to be destroyed by housing. There is a handwritten note on the site record, dated 1976, stating the site was destroyed. P-56-000081 has not been subjected to subsurface testing nor has it been evaluated for listing on the CRHR or NRHP.

#### **P-56-000315 (CA-VEN-000315)**

P-56-000315 is a prehistoric site measuring 46 meters by 15 meters (approximately 150 feet by 50 feet) at an elevation of 700-740 feet and is located approximately 390 meters (1279 feet) northwest of the proposed Janss Road site. P-56-000315 is documented as consisting of a stone bowl and mano fragment on the surface and a bone awl 7-inches below the surface identified as a result of subsurface testing. The site was formally recorded in 1974 by T. Maxwell. P-56-000315 has not been subjected to subsurface testing nor has it been evaluated for listing on the CRHR or NRHP.

#### **P-56-000323 (CA-VEN-000323)**

P-56-000323 is a prehistoric site measuring 15 meters by 15 meters (approximately 50 feet by 50 feet) at an elevation of 730 feet and is located approximately 520 meters (1706 feet) northwest of the proposed Janss Road site. P-56-000323 is documented as consisting of andesite flakes, mottled chert, chalcedony, utilized flakes, a single chert scrapper, and a small amount of bone and marine shell. The site was formally recorded in 1976 by Ivie. P-56-000323 has not been subjected to subsurface testing nor has it been evaluated for listing on the CRHR or NRHP.

### Historical Topographic Map Review

A review of available topographic maps was conducted for the Cancer Center site and Janss Road site; it included the following years: 1921, 1928, 1942, 1943, 1952, 1955, 1960, 1964, 1967, 1968, 1972, 1980, 1982, 1985, 2012, 2015, and 2018 (NETR 2022a). Topographic maps depict not only elevation of the study area as well as the areas surrounding it, but they also illustrate the location of roads and some buildings. Although topographic maps



vary from year to year in what is depicted and do not comprehensively depict all components present within a project site that may have resulted in ground disturbance, they are another tool in determining whether a study area has been disturbed and sometimes to what approximate depth.

**Table 4.4-3. Topographical Maps Depicting the Project Sites**

Year	Description
1921	<p><b>Cancer Center Site:</b> The Cancer Center site and surrounding area is depicted as undeveloped. The Arroyo Conejo creek is located approximately 0.25 miles to the north.</p> <p><b>Janss Road Site:</b> The Janss Road site and surrounding area is depicted as undeveloped. The North Fork Arroyo Conejo is located approximately 0.25 miles to the north.</p>
1928 & 1942	<p><b>Cancer Center Site:</b> There are no apparent changes within the Cancer Center site that suggest ground disturbance has occurred.</p> <p><b>Janss Road Site:</b> There are no apparent changes within the Janss Road site that suggest ground disturbance has occurred.</p>
1943	<p><b>Cancer Center Site:</b> There are no apparent changes within the Cancer Center site that suggest ground disturbance has occurred. An increase of development within the vicinity of the Cancer Center site is depicted including informal roads to the east and west, and structures surrounding the road currently known as Thousand Oaks Boulevard.</p> <p><b>Janss Road Site:</b> There are no apparent changes within the Janss Road site that suggest ground disturbance has occurred.</p>
1952	<p><b>Cancer Center Site:</b> There are no apparent changes within the Cancer Center site that suggest ground disturbance has occurred. A waterway is now depicted approximately 180 feet east of the Cancer Center site.</p> <p><b>Janss Road Site:</b> There are no apparent changes within the Janss Road site that suggest ground disturbance has occurred. A drainage is depicted running along the west boundary of the proposed Janss Road site.</p>
1955	<p><b>Cancer Center Site:</b> There are no apparent changes within the Cancer Center site that suggest ground disturbance has occurred.</p> <p><b>Janss Road Site:</b> There are no apparent changes within the Janss Road site that suggest ground disturbance has occurred.</p>
1960	This map depicts the same information as the 1943 map
1964	This map depicts the same information as the 1955 map
1967	<p><b>Cancer Center Site:</b> There are no apparent changes within the Cancer Center site that suggest ground disturbance has occurred.</p> <p><b>Janss Road Site:</b> The roads currently known as West Janss Road and North Lynn Road are depicted south and west of the site. There are no apparent changes within the Janss Road site that suggest ground disturbance has occurred.</p>
1968	<p><b>Cancer Center Site:</b> There are no apparent changes within the Cancer Center site that suggest ground disturbance has occurred. An informal road, running north to south, is depicted west of the proposed project site.</p> <p><b>Janss Road Site:</b> There are no apparent changes within the Janss Road site that suggest ground disturbance has occurred.</p>
1972	<p><b>Cancer Center Site:</b> Not depicted on topographical map.</p> <p><b>Janss Road Site:</b> The roads currently known as West Janss Road and North Lynn Road are depicted south and west of the proposed project site. There are no apparent changes within the Janss Road site that suggest ground disturbance has occurred.</p>
1980	<p><b>Cancer Center Site:</b> The roads currently known as Los Padres Drive and Rolling Oaks Drive are depicted west and north of the Cancer Center site. A square structure is depicted within the Cancer Center site, along Los Padres Drive.</p>

**Table 4.4-3. Topographical Maps Depicting the Project Sites**

Year	Description
	<b>Janss Road Site:</b> There are no apparent changes within the Janss Road site that suggest ground disturbance has occurred.
1982	<b>Cancer Center Site:</b> There are no apparent changes are depicted within the Cancer Center site on the 1985 topographic map that suggest ground disturbance has occurred. <b>Janss Road Site:</b> There are no apparent changes within the Janss Road site that suggest ground disturbance has occurred.
1985	<b>Cancer Center Site:</b> There are no apparent changes are depicted within the Cancer Center site on the 1985 topographic map that suggest ground disturbance has occurred. <b>Janss Road Site:</b> There are no apparent changes within the Janss Road site that suggest ground disturbance has occurred.
2012	<b>Cancer Center Site:</b> Only the roads are shown, no structures are depicted. <b>Janss Road Site:</b> Only the roads are shown, no structures are depicted. A light duty road is depicted along the eastern boundary of the proposed project site.
2015	<b>Cancer Center Site:</b> There are no apparent changes are depicted within the Cancer Center site on the 2015 topographic map that suggest ground disturbance has occurred. <b>Janss Road Site:</b> There are no apparent changes within the Janss Road site that suggest ground disturbance has occurred.
2018	<b>Cancer Center Site:</b> There are no apparent changes are depicted within the Cancer Center site on the 2018 topographic map that suggest ground disturbance has occurred. The waterway located east of the Cancer Center site is not depicted. <b>Janss Road Site:</b> There are no apparent changes within the Janss Road site that suggest ground disturbance has occurred. The waterways are no longer depicted.

Historic Aerial Photograph Review

A review of all available historic aerial photographs was conducted for the Cancer Center site and Janss Road site; it included the following years: 1947, 1967, 1970, 1980, 1985, 1989, 1994, 2002, 2005, 2009, 2010, 2012, 2014, 2016, 2018 and 2020 (NETR 2022b; UCSB 2023). Through careful comparative review of historic aerials, changes to the landscape of a study area may be revealed. Disturbance to the study area is specifically important as it helps determine if soils within the study area are capable of sustaining intact archaeological deposits. Additionally, historic aerials have the potential to reveal whether a study area was subjected to alluvial deposits by way of alluvial erosion, flooding, debris flows or mudslides, as well as placement of artificial or foreign fill soils that may have buried intact archaeological deposits.

**Table 4.4-4. Historical Aerial Photographs Showing the Project Site**

Year	Description
1947	<b>Cancer Center Site:</b> The Cancer Center site and surrounding area are undeveloped. There are scattered oak trees throughout the area. <b>Janss Road Site:</b> The Janss Road site and surrounding area is depicted as undeveloped, with a small drainage visible running N/S along the western boundary.
1967	<b>Cancer Center Site:</b> There appears to be an unimproved road or path, running northeast to southwest adjacent to the Cancer Center site. The road currently known as Rimrock Road is present east of the Cancer Center site.

**Table 4.4-4. Historical Aerial Photographs Showing the Project Site**

Year	Description
	<b>Janss Road Site:</b> The roads currently known as West Janss Road and North Lynn Road are depicted south and west of the proposed project site. There are no apparent changes within the Janss Road site that suggest ground disturbance has occurred.
1970	<b>Cancer Center Site:</b> Los Padres Drive is present and there is grading within the Cancer Center site. <b>Janss Road Site:</b> There are no apparent changes within the Janss Road site that suggest ground disturbance has occurred.
1980	<b>Cancer Center Site:</b> There are significant changes to the Cancer Center site. The roads currently known as Rolling Oaks Drive and Los Padres Drive are present. There is a large structure in the northwest corner of the Cancer Center site, and a paved ball court directly south of the structure. There appears to be a large swimming pool to the east of the structure, and a paved parking area in the northeast corner of the Cancer Center site. There are paved walkways that run north and east from the southwest area of the developed lot, with ornamental paved circles at each end. The area between the buildings and walkway appears to be open lawn. <b>Janss Road Site:</b> There appears to be ground disturbance related to the construction of a structure to the northeast. There appears to be evidence of grading along the eastern boundary and spoils in the north. There are significant changes in the surrounding areas to the north and east, where the medical campus has been built.
1985	<b>Cancer Center Site:</b> There are no apparent changes within the Cancer Center site that suggest additional ground disturbance has occurred. <b>Janss Road Site:</b> The proposed project site has been graded. There is an access road along the eastern boundary and paved parking lots to the east and north.
1989	<b>Cancer Center Site:</b> There are no apparent changes within the Cancer Center site that suggest additional ground disturbance has occurred. <b>Janss Road Site:</b> There are no apparent changes within the Janss Road site that suggest ground disturbance has occurred.
1994	<b>Cancer Center Site:</b> There are no apparent changes within the Cancer Center site that suggest additional ground disturbance has occurred. <b>Janss Road Site:</b> The Janss Road site has been paved and converted to a parking lot that covers the entire site, except for landscaped trees along the southern and western borders.
2002	<b>Cancer Center Site:</b> There are no apparent changes within the Cancer Center site that suggest additional ground disturbance has occurred. <b>Janss Road Site:</b> There are no apparent changes within the Janss Road site that suggest ground disturbance has occurred.
2005-2016	<b>Cancer Center Site:</b> There are no apparent changes within the Cancer Center site that suggest additional ground disturbance has occurred. <b>Janss Road Site:</b> There are no apparent changes within the Janss Road site that suggest ground disturbance has occurred.
2018	<b>Cancer Center Site:</b> The large structure in the northwest corner appears to be in disrepair, and the pool to the east no longer has water. <b>Janss Road Site:</b> There are no apparent changes within the Janss Road site that suggest ground disturbance has occurred.
2020	<b>Cancer Center Site:</b> The structure has been demolished and only the outline of the foundation remains. The pool has been backfilled. There are no other apparent changes to the Cancer Center site. <b>Janss Road Site:</b> There are no apparent changes within the Janss Road site that suggest ground disturbance has occurred.

Source: NETR 2022a

The Cancer Center site has experienced disturbance to the surface since at least 1970 and has been developed since at least 1980. The Janss Road site has experienced disturbance to the surface since at least 1980 and has been paved since at least 1994.

### Paleontological Resources Records Search

Dudek requested a paleontological records search from the Natural History Museum of Los Angeles County (NHMLA) on October 28, 2022, for the Cancer Center site, and the results were received on November 20, 2022. Given the close proximity of the Cancer Center site and Janss Road site and since they are underlain by the same geological units on the surface and at depth, a new paleontological records search for the Janss Road site was not requested. The NHMLA reported no fossil localities from within the Cancer Center site; however, they have nearby localities from similar sediments that likely underlie the Janss Road site on the surface and at depth (Pleistocene older alluvium and the Conejo Volcanics Extrusive Rocks). Fossil locality, LACM (Los Angeles County Museum) VP (Vertebrate Paleontology) 7660 produced mastodon (*Mammuth americanum*) as surface float from an unknown formation. LACM VP 1680 and 3213 produced mammoth (*Mammuthus*), horse (*Equidae*), ground sloth (*Paramylodon*), and other vertebrates from Pleistocene clay and alluvial sediments at approximately 14 feet below ground surface. LACM IP (Invertebrate Paleontology) 16927, 16926, 16924, 16925 produced unidentified invertebrate fossils mostly from sedimentary boulders within the Conejo Volcanics.

### Cultural Resources Pedestrian Survey

#### Methods

The intensive-level survey methods of the Cancer Center site consisted of a pedestrian survey conducted in parallel transects, spaced no more than 5 meters apart (approximately 16 feet), where feasible. Due to present site conditions at the Janss Road site, that at the time of the survey contained a paved parking lot, formal transects were not employed. Instead, a mixed approach (opportunistic survey) and reconnaissance survey (visual inspection) were utilized, selectively examining areas of exposed ground surfaces, where possible. The ground surface was inspected for prehistoric artifacts (e.g., flaked stone tools, tool-making debris, groundstone tools, ceramics, fire-affected rock), soil discoloration that might indicate the presence of a cultural midden, soil depressions, features indicative of structures and/or buildings (e.g., standing exterior walls, post holes, foundations), and historical artifacts (e.g., metal, glass, ceramics, building materials). Ground disturbances such as rodent burrows, landscaped areas were also visually inspected for exposed subsurface materials. No artifacts were collected during the survey.

All fieldwork was documented using field notes and an Apple Generation 12 iPhone (iPhone) equipped with Environmental Systems Research Institute, Inc. (ESRI) Collector and Avenza PDF Maps software with close-scale georeferenced field maps of the Project site, and aerial photographs. Location-specific photographs were taken using the iPhone's 12-mega-pixel resolution camera. All field notes, photographs, and records related to the current study are on file at Dudek's Santa Barbara, California office. All field practices met the Secretary of Interior's standards and guidelines for a cultural resources inventory.

#### Results

An intensive-level archaeological pedestrian survey of the proposed Project site was completed on November 16, 2022 (Cancer Center site), and July 21, 2023 (Janss Road site) by a Dudek Staff Archaeologist with more than 17 years' experience in the immediate Project area. Careful attention was given to barren ground including at the base of trees and bushes, within paths, trails, and any subsurface soils exposed by burrowing

animals. Ground surface visibility within the proposed Cancer Center site was variable and as such, in areas of dense ground coverage, surface scrapes were occasionally implemented, when necessary, to enhance detection of archaeological materials that may have been obscured on the surface. Survey results for the Project site are detailed below.

### Cancer Center Site

The majority of the Cancer Center site was formally in use as a daycare center, with a paved ball court, swimming pool, large sand boxes, a play field, a paved ornamental sidewalk with paved circles at each end, and a paved parking lot. The building was demolished, and the pool backfilled in the late 2000s. The remains of the daycare center and filled pool are visible, as well as former trails with decaying wooden beams that lead down into the ravines to the east. Visibility was variable, with poor to fair visibility where concrete foundations and pavement remained within the Cancer Center site (30 percent). The playing field was covered in grass and had fair to good visibility. The remaining third of the site is undeveloped rugged hills and a side ravine with sparse to dense vegetation. The ground visibility within this area is very good to excellent.

The footprint of the former daycare facility is clearly visible, including a concrete foundation in the northwest corner of the Cancer Center site. The circular sidewalk is located west of the foundation; it then follows the base of the hill in the south area of the site, at the edge of the play field, and ends in another circle in the southeast. The northeast area of the Cancer Center site is a paved parking lot. Steps lead up from the building area to a paved ball court in the southwest. The play field is a large, open field, southeast of the remains of the building's foundation. There are sand-covered areas west of the building's foundation, south of the paved ball court and to the east of the former pool. There are remains of trails leading down into the ravine along the east side the property, with decaying wooden beams.

The ravine and the hillside to the south are undeveloped and covered in vegetation of chapparal and sage. Eroding bedrock is visible along the ridgeline. There is a concrete culvert that cuts southeast to northwest across the ridge and joins up with a culvert running north to south, between Los Padres Drive and the west boundary of the site. There is evidence of past grading south of the culvert, in the southwest area of the Cancer Center site, since overgrown with vegetation. No cultural material was observed during the survey. Soils observed were a yellow brown sandy loam and eroding bedrock, consistent with the United States Department of Agriculture (USDA)'s characterization of Azure Gravelly Loam and Gilroy Loam (USDA 2022).

### Janss Road Site

Ground surface visibility within the Janss Road site varied from non-existent to fair; approximately 95 percent of the site is a paved parking lot, offering no visibility of the ground surface. The remaining 5 percent of the Janss Road site is landscaped with various bush and tree coverage, with fair visibility. All landscaped areas were closely inspected for any evidence of cultural resources. No cultural materials were observed as a result of this survey. Soils observed were a light brown silty loam with gravels, possibly a fill material. USDA describes the soils on location as Hambright rocky clay loam and Cropley Clay.

## Native American Coordination

### Native American Heritage Commission Sacred Land Files Search

A search of the Native American Heritage Commission (NAHC) Sacred Land Files (SLF) was requested on November 15, 2022, and conducted by Cultural Services Analyst Cody Campagne on December 6, 2022, to determine the presence of any reported Native American cultural resources within the Project site as listed in the

NAHC maintained SLF (see Appendix D-2). The NAHC SLF records search result was negative. The NAHC identified eleven (11) Native American individuals who would potentially have specific knowledge regarding whether Native American cultural resources are present within the Project site that could be at-risk. Note: SLF maintained by the NAHC represent a curation of “ancient places of special religious or social significance to Native Americans and known ancient graves and cemeteries of Native Americans on private and public lands in California” (nahc.gov 2021) provided by Tribal entities and Native American representatives. For various reasons, Tribal entities and Native American representatives do not always report sacred lands or tribal cultural resources (TCRs) to the NAHC; as such, the NAHC’s SLF is not necessarily a comprehensive list of known TCRs and searches of the SLF must be considered in concert with other research and not used as a sole source of information regarding the presence of TCRs. Additionally, results of the SLF provided relate to the general regional area within and surrounding the Project site and don’t necessarily equate to the existence of resources within the specific area occupied by the Project site.

### Assembly Bill 52 and Senate Bill 18 Notification and Consultation

The Project is subject to compliance with Assembly Bill (AB) 52 and Senate Bill (SB) 18, which requires consideration of impacts to TCRs as part of the CEQA process, and that the lead agency notify California Native American tribal representatives who are traditionally or culturally affiliated with the geographic area of the Project. All NAHC-listed California Native American tribal representatives that have requested Project notification pursuant to AB 52 and those provided by the NAHC pursuant to SB 18 were sent letters by the City on March 21, 2023 via certified mailing. The letters contained a Project description, an outline of AB 52 and SB 18 timing requirements, request for consultation, and contact information for the appropriate lead agency representative. AB 52 allows tribes 30 days and SB 18 allows 90 days after receiving notification to request consultation. If a response pursuant to AB 52 is not received within the allotted 30 days or 90 days pursuant to SB 18, it is assumed that consultation is declined. To date, government-to-government notification of the Project initiated by the City has not resulted in the identification of a TCR within or near the Project site. At this time AB 52 and SB 18 notification process is closed. One tribe, the Santa Ynez Band of Chumash Indians, responded; consultation between the Tribe and City was conducted and is officially closed. The confidential AB 52 and SB 18 notification consultation results are on file with the City and provided in Confidential Appendix D-3.

**Table 4.4-5 Native American/Tribal Notification/Consultation Log**

Native American Tribal Representatives	Method and Date of Notification	Response to County Notification Letters	Consultation Date
Barbareño/Ventureño Band of Mission Indians (BVBMI) - Dayna Barrios, Chairperson	<b>AB 52:</b> March 21, 2023, Letter sent via email and certified mailing to Ms. Barrios  <b>SB 18:</b> March 21, 2023, Letter sent via email and certified mailing to Ms. Barrios	<b>AB 52:</b> No Response to the AB 52 notification was received. As no response was received and the 30-day allotted response period has expired, consultation is assumed declined.  <b>SB 18:</b> No Response to the SB 18 notification was received. As no response was received and the 90-day allotted response period has expired, consultation is assumed declined.	N/A
Barbareño/Ventureño Band of Mission Indians (BVBMI) - Annette Ayala, CRM Committee	<b>AB 52:</b> March 21, 2023, Letter sent via email and certified mailing to Ms. Ayala	<b>AB 52:</b> No Response to the AB 52 notification was received. As no response was received and the 30-day allotted response period has expired, consultation is assumed declined.	N/A

**Table 4.4-5 Native American/Tribal Notification/Consultation Log**

Native American Tribal Representatives	Method and Date of Notification	Response to County Notification Letters	Consultation Date
Chair	<b>SB 18:</b> March 21, 2023, Letter sent via email and certified mailing to Ms. Ayala	<b>SB 18:</b> No Response to the SB 18 notification was received. As no response was received and the 90-day allotted response period has expired, consultation is assumed declined.	
Chumash Council of Bakersfield Julio Quair, Chairperson	<b>AB 52:</b> March 21, 2023, Letter sent via email and certified mailing to Mr. Quair  <b>SB 18:</b> March 21, 2023, Letter sent via email and certified mailing to Mr. Quair	<b>AB 52:</b> No Response to the AB 52 notification was received. As no response was received and the 30-day allotted response period has expired, consultation is assumed declined.  <b>SB 18:</b> No Response to the SB 18 notification was received. As no response was received and the 90-day allotted response period has expired, consultation is assumed declined.	N/A
Coastal Band of the Chumash Nation Gabe Frausto, Vice Chair	<b>AB 52:</b> March 21, 2023, Letter sent via email and certified mailing to Mr. Frausto  <b>SB 18:</b> March 21, 2023, Letter sent via email and certified mailing to Mr. Frausto	<b>AB 52:</b> No Response to the AB 52 notification was received. As no response was received and the 30-day allotted response period has expired, consultation is assumed declined.  <b>SB 18:</b> No Response to the SB 18 notification was received. As no response was received and the 90-day allotted response period has expired, consultation is assumed declined.	N/A
Coastal Band of the Chumash Nation Mia Lopez, Chairperson	<b>AB 52:</b> March 21, 2023, Letter sent via email and certified mailing to Ms. Lopez  <b>SB 18:</b> March 21, 2023, Letter sent via email and certified mailing to Ms. Lopez	<b>AB 52:</b> No Response to the AB 52 notification was received. As no response was received and the 30-day allotted response period has expired, consultation is assumed declined.  <b>SB 18:</b> No Response to the SB 18 notification was received. As no response was received and the 90-day allotted response period has expired, consultation is assumed declined.	N/A
Gabrieleno/Tongva San Gabriel Band of Mission Indians Anthony Morales, Chairperson	<b>AB 52:</b> March 21, 2023, Letter sent via email and certified mailing to Mr. Morales  <b>SB 18:</b> March 21, 2023, Letter sent via email and certified mailing to Mr. Morales	<b>AB 52:</b> No Response to the AB 52 notification was received. As no response was received and the 30-day allotted response period has expired, consultation is assumed declined.  <b>SB 18:</b> No Response to the SB 18 notification was received. As no response was received and the 90-day allotted response period has expired, consultation is assumed declined.	N/A

**Table 4.4-5 Native American/Tribal Notification/Consultation Log**

Native American Tribal Representatives	Method and Date of Notification	Response to County Notification Letters	Consultation Date
Gabrielino /Tongva Nation Sandonne Goad, Chairperson	<p><b>AB 52:</b> March 21, 2023, Letter sent via email and certified mailing to Ms. Goad</p> <p><b>SB 18:</b> March 21, 2023, Letter sent via email and certified mailing to Ms. Goad</p>	<p><b>AB 52:</b> No Response to the AB 52 notification was received. As no response was received and the 30-day allotted response period has expired, consultation is assumed declined.</p> <p><b>SB 18:</b> No Response to the SB 18 notification was received. As no response was received and the 90-day allotted response period has expired, consultation is assumed declined.</p>	N/A
Gabrielino-Tongva Tribe Charles Alvarez	<p><b>AB 52:</b> March 21, 2023, Letter sent via email and certified mailing to Mr. Alvarez</p> <p><b>SB 18:</b> March 21, 2023, Letter sent via email and certified mailing to Mr. Alvarez</p>	<p><b>AB 52:</b> No Response to the AB 52 notification was received. As no response was received and the 30-day allotted response period has expired, consultation is assumed declined.</p> <p><b>SB 18:</b> No Response to the SB 18 notification was received. As no response was received and the 90-day allotted response period has expired, consultation is assumed declined.</p>	N/A
Northern Chumash Tribal Council Violet Walker, Chairperson	<p><b>AB 52:</b> March 21, 2023, Letter sent via email and certified mailing to Ms. Walker</p> <p><b>SB 18:</b> March 21, 2023, Letter sent via email and certified mailing to Ms. Walker</p>	<p><b>AB 52:</b> No Response to the AB 52 notification was received. As no response was received and the 30-day allotted response period has expired, consultation is assumed declined.</p> <p><b>SB 18:</b> No Response to the SB 18 notification was received. As no response was received and the 90-day allotted response period has expired, consultation is assumed declined.</p>	N/A
San Luis Obispo County Chumash Council	<p><b>AB 52:</b> March 21, 2023, Letter sent via email and certified mailing to the Council</p> <p><b>SB 18:</b> March 21, 2023, Letter sent via email and certified mailing to the Council</p>	<p><b>AB 52:</b> No Response to the AB 52 notification was received. As no response was received and the 30-day allotted response period has expired, consultation is assumed declined.</p> <p><b>SB 18:</b> No Response to the SB 18 notification was received. As no response was received and the 90-day allotted response period has expired, consultation is assumed declined.</p>	N/A
Santa Ynez Band of Chumash Indians Kenneth Kahn, Chairperson	<p><b>AB 52:</b> March 21, 2023, Letter sent via email and certified mailing to Mr. Kahn</p>	<p><b>AB 52:</b> May 10, 2023 - Crystal Mendoza, the Tribe's Administrative Assistant for Cultural Resources sent a letter via email requesting further information about the Project and any cultural assessments conducted. June 8, 2023 - The City</p>	No formal meeting was requested. All communication between the Tribe and City



**Table 4.4-5 Native American/Tribal Notification/Consultation Log**

Native American Tribal Representatives	Method and Date of Notification	Response to County Notification Letters	Consultation Date
	<p><b>SB 18:</b>                      March 21, 2023,                      Letter sent via email and certified mailing to Mr. Kahn</p>	<p>provided a memo and draft EIR section for review by the Tribe.</p> <p>August 24, 2023 – The City provided the Tribe a revised version of the results memo previously provided to the Tribe including all information and analysis findings pertaining to the Janss Road site. The Tribe (Ms. Mendoza and Ms. Teeter) responded on the same day confirming receipt and requesting information “should further development be proposed on this project”. Tribe agreed to close formal consultation.</p> <p><b>SB 18:</b> Same as above</p>	<p>occurred through email as previously explained.</p>

**Geological Setting**

**Cancer Center Site**

According to surficial geological mapping by Dibblee and Ehrenspeck (1993) at a 1:24,000 scale and the geological time scale of Cohen et al. (2023), the Cancer Center site is underlain by the middle Miocene (approximately 15.93 million years ago [mya] to 11.63 mya) Conejo Volcanics Extrusive Rocks (map units Tcvad and Tcvb). The Conejo Volcanics Extrusive Rocks are typically andesite-dacite breccias (Tcvad) and gray-brown volcanic sandstone (Tcvb). The geotechnical report for the Project reported the Conejo Volcanics Extrusive Rocks ranging from 1 to 8.5 feet below the ground surface (bgs), local deposits of Pleistocene (approximately 11,700 years ago to 2.58 mya) older alluvial deposits (map unit Qoa) ranging from 4 to 7.5 feet bgs, recent artificial fill from 1 to 8.5 feet bgs.

According to surficial geological mapping by Dibblee and Ehrenspeck (1990) at a 1:24,000 scale and the geological time scale of Cohen et al. (2023), the site is underlain by Pleistocene (approximately 11,700 years ago to 2.58 mya) older alluvial deposits (map unit Qoa), with the andesitic portion of the Conejo Volcanics Extrusive Rocks (map unit ai) mapped to the west across Lynn Road.

**Janss Road Site**

The immediate vicinity of the Janss Road site is underlain by a mantel of unconsolidated recent aluminum overlying alluvial deposits consisting predominantly of older alluvial gravels, sands, and clay. These surficial deposits, in turn, overly rocks of the Topanga Formation and a sequence of marine sediments (Monterey and Lindero Canyon formation) and a volcanic rock sequence (Conejo Volcanics). Based on a previous analysis of the site, 3 borings at the site indicated fill soils extend 5 to 22 feet below grade, and siltstones, sandstones and shales were encountered at 42 to 52 feet below grade [City of Thousand Oaks 2010, p. 57].

## 4.4.2 Relevant Plans, Policies, and Ordinances

### Federal

#### National Register of Historic Places

The NRHP is the United States' official list of districts, sites, buildings, structures, and objects worthy of preservation. Overseen by the National Park Service under the U.S. Department of the Interior, the NRHP was authorized under the NHPA, as amended. Its listings encompass all National Historic Landmarks and historic areas administered by the National Park Service.

NRHP guidelines for the evaluation of historic significance were developed to be flexible and to recognize the accomplishments of all who have made significant contributions to the nation's history and heritage. Its criteria are designed to guide state and local governments, federal agencies, and others in evaluating potential entries in the NRHP. To be listed in or determined eligible for listing in the NRHP, a property must be demonstrated to possess integrity and to meet at least one of the following criteria (36 CFR, Section 60.4):

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That has yielded, or may be likely to yield, information important in prehistory or history.

"Integrity" is defined in the NRHP guidance How to Apply the National Register Criteria as "the ability of a property to convey its significance. To be listed in the NRHP, a property must not only be shown to be significant under the NRHP criteria, but it also must have integrity" (NPS 1990). NRHP guidance further states that properties must be completed at least 50 years ago to be considered for eligibility. Properties completed less than 50 years before evaluation must be proven to be "exceptionally important" (criteria consideration G) to be considered for listing.

A historic property is defined as follows (36 CFR 800.16[i][1]):

Any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the NRHP maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the NRHP criteria.

## State

### California Register of Historical Resources

In California, the term “historical resource” includes but is not limited to “any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California” (California Public Resources Code, Section 5020.1[j]). In 1992, the California Legislature established the California Register of Historical Resources (CRHR) “to be used by state and local agencies, private groups, and citizens to identify the state’s historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change” (California Public Resources Code, Section 5024.1[a]). The criteria for listing resources in the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the NRHP and are enumerated below. According to California Public Resources Code, Section 5024.1(c)(1–4), a resource is considered historically significant if it (i) retains “substantial integrity,” and (ii) meets at least one of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

To understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than 50 years old may be considered for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance (see 14 CCR 4852[d][2]).

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources. The criteria for the CRHR are nearly identical to those for the NRHP, and properties listed or formally designated as eligible for listing in the NRHP are automatically listed in the CRHR, as are state landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

### California Health and Safety Code

The Health and Safety Code Section 7050.5 is intended to ensure that human remains are not knowingly mutilated or disinterred, wantonly disturbed, or willfully removed from any location other than a dedicated cemetery without authority of law. The codes specifically provide exception to any person carrying out an agreement developed pursuant to subdivision (l) of Section 5097.94 of the Public Resources Code or to any person authorized to implement Section 5097.98 of the Public Resources Code. The code also provides protocols to be followed in the case of discovery or recognition of any human remains in any location other than a dedicated cemetery and stipulates the role of the coroner. Finally, the code provides the protocols to follow in the case the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American as well as the role of the Native American Heritage Commission.

## California Public Resources Code

Public Resources Code (PRC) Section 5097.94 establishes the powers and duties bestowed on the NAHC. As they relate to those powers and duties that apply to human remains, this code states that the NAHC has the responsibility to: identify and catalog places of special religious or social significance to Native Americans, and known graves and cemeteries of Native Americans on private lands; make recommendations relative to Native American sacred places that are located on private lands; mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials; provide protection to Native American human burials and skeletal remains from vandalism and inadvertent destruction; and assist interested landowners in developing agreements with appropriate Native American groups for treating or disposing, with appropriate dignity, of the human remains and any items associated with Native American burials.

PRC Section 5097.98 outlines the protocols to be followed in the case of a discovery of Native American human remains including the roles and responsibilities of the coroner, NAHC, the individual identified by the NAHC as the most likely descended from the deceased Native American, and the landowner on whose land the discovery was made. The code defines the manner of “conferral” or “discuss and confer” as “the meaningful and timely discussion and careful consideration of the views of each party, in a manner that is cognizant of all parties’ cultural values, and where feasible, seeking agreement” and states that all parties involved “shall recognize the other’s needs and concerns for confidentiality of information provided to the other.”

PRC Section 5097.99 is intended to protect by prohibiting obtaining or possessing Native American artifacts or human remains taken from grave or cairn on or after January 1, 1984 and states that “any person who removes, without authority of law, any Native American artifacts or human remains from a Native American grave or cairn with an intent to sell or dissect or with malice or wantonness is guilty of a felony which is punishable by imprisonment in the state prison.”

PRC Section 5097.991 establishes the policy of the state that Native American remains and associated grave artifacts shall be repatriated.

## California Environmental Quality Act

**Archaeological Resources.** As described further below, the following CEQA statutes and CEQA Guidelines are of relevance to the analysis of archaeological, historic, and tribal cultural resources:

- California Public Resources Code, Section 21083.2(g), defines “unique archaeological resource.”
- California Public Resources Code, Section 21084.1, and CEQA Guidelines, Section 15064.5(a), define “historical resources.” In addition, CEQA Guidelines, Section 15064.5(b), defines the phrase “substantial adverse change in the significance of an historical resource.” It also defines the circumstances when a project would materially impair the significance of a historical resource.
- California Public Resources Code, Section 5097.98, and CEQA Guidelines, Section 15064.5(e), set forth standards and steps to be employed following the accidental discovery of human remains in any location other than a dedicated cemetery.
- California Public Resources Code, Sections 21083.2(b) and (c), and CEQA Guidelines, Section 15126.4, provide information regarding the mitigation framework for archaeological and historic resources, including examples of preservation-in-place mitigation measures. Preservation in place is the preferred manner of mitigating impacts to significant archaeological sites because it

maintains the relationship between artifacts and the archaeological context and may also help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).

- CEQA Section 15064.5 – This section outlines the protocols to be followed in the case of a discovery of Native American human remains including the roles and responsibilities of the coroner, NAHC, the individual identified by the NAHC as the most likely descended from the deceased Native American, and the landowner of whose land the discovery was made.

**Historical Resources.** Under CEQA, a project may have a significant effect on the environment if it may cause “a substantial adverse change in the significance of an historical resource” (California Public Resources Code, Section 21084.1; 14 CCR 15064.5[b]). If a site is either listed or eligible for listing in the CRHR, or if it is included in a local register of historic resources or identified as significant in a historical resources survey (meeting the requirements of California Public Resources Code, Section 5024.1[q]), it is a “historical resource” and is presumed to be historically or culturally significant for purposes of CEQA (California Public Resources Code, Section 21084.1; 14 CCR 15064.5[a]). The lead agency is not precluded from determining that a resource is a historical resource even if it does not fall within this presumption (California Public Resources Code, Section 21084.1; 14 CCR 15064.5[a]).

A “substantial adverse change in the significance of an historical resource” reflecting a significant effect under CEQA means “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired” (14 CCR 15064.5[b][1]; California Public Resources Code, Section 5020.1[q]). In turn, CEQA Guidelines, Section 15064.5(b)(2), states that the significance of an historical resource is materially impaired when a project:

1. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

Pursuant to these sections, the CEQA inquiry begins with evaluating whether a project site contains any historical resources, then evaluates whether the project would cause a substantial adverse change in the significance of a historical resource such that the resource’s historical significance would be materially impaired.

**Secretary of the Interior’s Standards for the Treatment of Historic Properties.** Where a project has been determined to conform with the Standards, the project’s impact on historical resources would be considered mitigated to below a level of significance and, thus, not significant (14 CCR 15126.4[b][1]). In most cases, a project that demonstrates conformance with the Secretary of the Interior’s Standards is categorically exempt from CEQA (14 CCR 15331), as described in the CEQA Guidelines (14 CCR 15126.4[b][1]):

Where maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of the historical resource will be conducted in a manner consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for

Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (Weeks and Grimmer 1995), the project's impact on the historical resource shall generally be considered mitigated below a level of significance and thus is not significant.

The Secretary of the Interior's Standards are a series of concepts focused on maintaining, repairing, and replacing historic materials, as well as designing new additions or making alterations. They function as common-sense historic preservation principles that promote historic preservation best practices. There are four distinct approaches that may be applied to the treatment of historical resources:

- Preservation focuses on the maintenance and repair of existing historic materials and retention of a property's form as it has evolved over time.
- Rehabilitation acknowledges the need to alter or add to a historic property to meet continuing or changing uses while retaining the property's historic character.
- Restoration depicts a property at a particular period of time in its history, while removing evidence of other periods.
- Reconstruction recreates vanished or non-surviving portions of a property for interpretive purposes.

The choice of treatment depends on a variety of factors, including the property's historical significance, physical condition, proposed use, and intended interpretation. The Guidelines provide general design and technical recommendations to assist in applying the Standards to a specific property. Together, the Standards and Guidelines provide a framework that guides important decisions concerning proposed changes to a historic property.

The following 10 Standards for Rehabilitation are used to determine if a project is in conformance with the Standards for a rehabilitation. To be in conformance, a project must be consistent with the historic character of the structure(s) and, where applicable, the district in which it is located. The following Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility:

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

### Government Code Sections 6254(r) and 6254.10

These sections of the California Public Records Act were enacted to protect archaeological sites from unauthorized excavation, looting, or vandalism. Section 6254(r) explicitly authorizes public agencies to withhold information from the public relating to “Native American graves, cemeteries, and sacred places maintained by the Native American Heritage Commission.” Section 6254.10 specifically exempts from disclosure requests for “records that relate to archaeological site information and reports, maintained by, or in the possession of the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, the NAHC, another state agency, or a local agency, including the records that the agency obtains through a consultation process between a Native American tribe and a state or local agency.

### Unique Archaeological Resources

If it can be demonstrated that a project would cause damage to a unique archaeological resource, the lead agency may require that reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that they cannot be left undisturbed, mitigation measures are required (California Public Resources Code, Sections 21083.2[a], [b], and [c]).

California Public Resources Code, Section 21083.2(g), defines a “unique archaeological resource” as an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Impacts to non-unique archaeological resources are generally not considered a significant environmental impact (California Public Resources Code, Section 21083.2[a]; 14 CCR 15064.5[c][4]). However, if a non-unique archaeological resource qualifies as Tribal cultural resource (California Public Resources Code, Sections 21074[c] and 21083.2[h]), further consideration of significant impacts is required. CEQA Guidelines, Section 15064.5, assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. These procedures are detailed in California Public Resources Code, Section 5097.98.

### California Native American Graves Protection and Repatriation Act

Codified in HSC Sections 8010–8030, the California Native American Graves Protection Act (NAGPRA) of 2001 is consistent with the federal NAGPRA. Intended to “provide a seamless and consistent State policy to ensure that all

California Indian human remains, and cultural items be treated with dignity and respect,” the California NAGPRA also encourages and provides a mechanism for the return of remains and cultural items to lineal descendants. HSC Section 8025 established a Repatriation Oversight Commission to oversee this process. The Act also provides a process for non-federally recognized tribes to file claims with agencies and museums for repatriation of human remains and cultural items.

#### Senate Bill 297

SB 297 addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the NAHC to resolve disputes regarding the disposition of such remains. It has been incorporated into CEQA Guidelines Section 15064.5.

#### Health and Safety Code Sections 7050 and 7052

HSC Section 7050.5 declares that, in the event of the discovery of human remains outside a dedicated cemetery, all ground disturbances must cease, and the County Coroner must be notified. HSC Section 7052 establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives.

#### Penal Code Section 622.5

Penal Code Section 622.5 provides misdemeanor penalties for injuring or destroying objects of historic or archaeological interest located on public or private lands but specifically excludes the landowner.

#### Paleontological Resources

The CEQA Guidelines require that all private and public activities not specifically exempted be evaluated against the potential for environmental damage, including effects to paleontological resources. Paleontological resources, which are limited, nonrenewable resources of scientific, cultural, and educational value, are recognized as part of the environment under these state guidelines. This study satisfies project requirements in accordance with CEQA (13 PRC [Public Resources Code], 21000 et seq.).

Paleontological resources are explicitly afforded protection by CEQA, specifically in Section VII(f) of CEQA Guidelines Appendix G, the “Environmental Checklist Form,” which addresses the potential for adverse impacts to “unique paleontological resource[s] or site[s] or ... unique geological feature[s].” This provision covers fossils of signal importance – remains of species or genera new to science, for example, or fossils exhibiting features not previously recognized for a given animal group – as well as localities that yield fossils significant in their abundance, diversity, preservation, and so forth.

In addition to CEQA, PRC Section 5097.5 (Stats 1965, c 1136, p. 2792) regulates removal of paleontological resources from state lands, defines unauthorized removal of fossil resources as a misdemeanor, and requires mitigation of disturbed sites. The code specifically states that:

“No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on [lands owned by, or under the jurisdiction of, the state, or any city, county, district, authority, or public corporation, or any



agency thereof], except with the express permission of the public agency having the jurisdiction over the lands. Violation of this section is a misdemeanor.”

### California State Assembly Bill 52

Assembly Bill (AB) 52 of 2014 amended PRC Section 5097.94 and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 established that TCRs must be considered under the California Environmental Quality Act (CEQA) and also provided for additional Native American consultation requirements for the lead agency. PRC Section 21074 describes a TCR as a site, feature, place, cultural landscape, sacred place, or object that is considered of cultural value to a California Native American Tribe and that is either:

- On or determined to be eligible for the California Register of Historical Resources or a local historic register; or
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1.

AB 52 formalizes the lead agency–tribal consultation process. Specifically, it requires the lead agency to notify a California Native American tribe of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe if that tribe has requested such notification, in writing, to the lead agency (PRC Section 21080.3.1[b]). Additionally, prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report, the lead agency is required to begin consultation with a California Native American tribe that requested consultation within 30 days of receipt of project notification (PRC Section 21080.3.1[e]).

PRC Section 21084.2 establishes that “A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment.” Effects on TCRs should be considered under CEQA. PRC Section 21080.3.2 states that parties may propose mitigation measures “capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource.” Further, if a California Native American tribe requests consultation regarding project alternatives, mitigation measures, or significant effects to tribal cultural resources, the consultation shall include those topics (PRC Section 21080.3.2[a]). The environmental document and the mitigation monitoring and reporting program (where applicable) shall include any mitigation measures that are adopted (PRC Section 21082.3[a]).

### California Senate Bill 18

The Local and Tribal Intergovernmental Consultation process, commonly known as Senate Bill (SB) 18 was signed into law September of 2004 and took effect March 1, 2005. SB 18 refers to PRC Section 5097.9 and 5097.995, which defines cultural places as:

- Native American sanctified cemetery place of worship, religious or ceremonial site, or sacred shrine (PRC Section 5097.9).
- Native American historic, cultural, or sacred site that is listed or may be eligible for listing in the California Register of Historic Resources pursuant to Section 5024.1, including any historic or prehistoric ruins, any burial ground, any archaeological or historic site (PRC Section 5097.993).

SB 18 established responsibilities for local governments to contact, provide notice to, refer plans to, and consult with California Native American tribes that have been identified by the NAHC and if that tribe requests consultation after local government outreach as stipulated in Government Code Section 65352.3. The purpose

of this consultation process is to protect the identity of the cultural place and to develop appropriate and dignified treatment of the cultural place in any subsequent project. The consultation is required whenever a general plan, specific plan, or open space designation is proposed for adoption or to be amended. Once local governments have sent notification, tribes are responsible for requesting consultation. Pursuant to Government Code Section 65352.3(a)(2), each tribe has 90 days from the date on which they receive notification to respond and request consultation.

In addition to the requirements stipulated previously, SB 18 amended Government Code Section 65560 to “allow the protection of cultural places in open space element of the general plan” and amended Civil Code Section 815.3 to add “California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places.”

### Local

#### City of Thousand Oaks General Plan

**Cultural, Historic, and Paleontological Resources.** The City of Thousand Oaks General Plan’s Conservation Element (City of Thousand Oaks 2023) includes policies to ensure the proper management and protection of cultural, historic, and paleontological resources.”

Goal C-11. Protect historical and culturally significant resources, which contribute to the community’s sense of identity.

Policy 11.2. Require that new development preserve or mitigate impacts to significant historic, archaeological, and paleontological resources.

Policy 11.3. The preferred method for protecting any previously recorded archeological site shall be by deed restriction as permanent “open space” in order to prevent any future development or use that otherwise adversely impact these resources.

Policy 11.6. Archaeological site confidentiality. Maintain a list of the locations of previously recorded archaeological sites confidential unless the release of such information to the public is specifically authorized by local Native American organizations or other entities with jurisdiction over such sites.

Policy 11.7. Resource stakeholder engagement. Decisions pertaining to the disposition of archaeological, paleontological, historical, and cultural resources shall be made in concert with recognized public agencies, groups or individuals having jurisdiction, expertise or interest in these matters, including but not limited to the State Office of Historic Preservation, Ventura County Cultural Heritage Board representatives, and Local Native American organizations, and affected properties owners.

### 4.4.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts to cultural, tribal cultural, and paleontological resources are based on CEQA Guidelines Appendix G. According to CEQA Guidelines Appendix, a significant impact related to cultural, tribal cultural, and paleontological resources would occur if the Project would:

- A. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.

- B. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- C. Disturb any human remains, including those interred outside of dedicated cemeteries.
- D. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).
- E. 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 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.
- F. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

#### 4.4.4 Impact Analysis

***A) Would the Project cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?***

As defined by the CEQA Guidelines (14 CCR 15000 et seq.), a “historical resource” is considered to be a resource that is listed in or eligible for listing in the National Register of Historic Places or California Register of Historical Resources (CRHR), has been identified as significant in a historical resource survey, or is listed on a local register of historical resources. Under CEQA, a project may have a significant effect on the environment if it may cause “a substantial adverse change in the significance of an historical resource” (Public Resources Code Section 21084.1; 14 CCR 15064.5(b)). If a site is listed or eligible for listing in the CRHR, or included in a local register of historic resources, or identified as significant in a historical resources survey (meeting the requirements of Public Resources Code Section 5024.1(q)), it is a historical resource and is presumed to be historically or culturally significant for the purposes of CEQA (Public Resources Code Section 21084.1; 14 CCR 15064.5(a)). A records search of the CHRIS database completed by Dudek staff at the South Coastal Information Center on November 23 and 29, 2022, and July 20, 2023, as well as a review of the NRHP, the CRHR, the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Historic Resources Inventory and the City of Thousand Oaks Local Historic Landmarks list did not identify historical resources within the Project site.

##### Cancer Center Site

**No Impact.** No structures are currently present within the site. Although by definition archaeological resources have the potential to be a historical resource, since no historical resources of either an archaeological or built environment nature have been identified, further assessment of yet unidentified archaeological resources are addressed in the following threshold. Based on the absence of any structures and that no historical resources have

been identified within the Cancer Center site, **no impact** would occur to a built historical resource as defined in CEQA guidelines Section 15064.5.

#### Janss Road Site

No Impact. No structures are currently present within the site. Although by definition archaeological resources have the potential to be a historical resource, since no historical resources of either an archaeological or built environment nature have been identified, further assessment of yet unidentified archaeological resources are addressed in the following threshold. Based on the absence of any structures and that no historical resources have been identified within the Janss Road site, **no impact** would occur to a built historical resource as defined in CEQA guidelines Section 15064.5.

#### ***B) Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?***

A CHRIS database records search, background research and an archaeological pedestrian survey were performed as part of an archaeological resources assessment conducted for the Project.

#### Cancer Center Site

**Less-Than-Significant Impact with Mitigation Incorporated.** A review of the CHRIS records search (completed November 23 and 29, 2022) indicates that twenty-three cultural resources studies have been conducted within 0.5 miles of the Cancer Center site between 1967 and 2011. Of these studies, two address properties immediately adjacent and approximately 10 percent of the Cancer Center site. The SCCIC records indicate that six previously recorded cultural resources including five prehistoric archaeological sites and one prehistoric isolate are located within 0.5 miles of the Cancer Center site. However, the closest of the resources is located approximately 340 meters (1,120 feet) south and 80 ft above the Cancer Center site and each of the six resources is located at differing elevations from the Cancer Center site ranging between 20 feet and 160 feet below or above the Cancer Center site and were discovered prior to development in and adjacent to a valley approximately 0.25 miles to the south.

A review of aerial photographs for all available years, between 1921 and 2020, indicates that in general, the Cancer Center site has been subjected to consistent ground disturbance since at least 1970, including significant grading to reduce the undulating landscape to a level grade, and structural development since 1980 including building construction, utility, pavement, and landscape installation and most recently demolition.

An intensive-level archaeological survey of the Cancer Center site was conducted November 16, 2022. Thirty percent of the Cancer Center site is covered in hardscape consisting of asphalt, structural foundations, a swimming pool and compacted fill soils. The geotechnical study conducted for the Project revealed the presence of artificial fill soils between 1 to 8.5 feet below current grade underlain by Quaternary-age older alluvium between 4 to 7.5 feet below current grade and Conejo Volcanics Extrusive Rocks ranging from 1 to 8.5 feet below current grade (Appendix E). As such, any exposed soils observed during the archaeological pedestrian survey were likely artificial fill soils and do not represent the native soils present prior to ground disturbing activities associated with past development. However, prior to previous construction, the Cancer Center site was subject to significant grading and terracing to create a level grade for structures. As such, if cultural resources did exist in surface soils prior to grading, they were likely destroyed. Additionally, the native soils currently present below fill soils date to between approximately 11,700 and 2.58 million years ago of which, although unlikely, only the more recent soils could potentially include buried cultural deposits.

In consideration of these factors, the potential to encounter intact cultural deposits containing an archaeological historical resource pursuant to Section 15064.5 or a unique archaeological resource pursuant to Section 21083.2(g) as a result of Project implementation is unlikely within the Cancer Center site but cannot be ruled out. In the event that unanticipated archaeological resources are encountered during project implementation, impacts to these resources would be potentially significant. Thus, measures are required to address impacts related to the inadvertent discovery of archaeological resources during construction at the Cancer Center site, as outlined in mitigation measure (MM)-CUL-1, MM-CUL-2, and MM-CUL-3. MM-CUL-1 requires that all project construction personnel participate in a Workers Environmental Awareness Program training for the proper identification and treatment of inadvertent discoveries of cultural resources. MM-CUL-2 requires the retention of an on-call qualified archaeologist to respond in the case of inadvertent discoveries of cultural resources. MM-CUL-3 requires construction work occurring within 50 feet of a cultural resource discovery and 100 feet of a human remains discovery be immediately halted until the qualified archaeologist can assess and evaluate the discovery pursuant to CEQA. Additionally, MM-CUL-1 through MM-CUL-3 require their adherence be stated on all Project site plans intended for use by those conducting the ground disturbing activities. Implementation of MM-CUL-1 through MM-CUL-3 would reduce the potential to adversely change the significance of an archaeological historical resource pursuant to Section 15064.5 or a unique archaeological resource pursuant to Section 21083.2(g), to **less than significant with mitigation incorporated**.

### Janss Road Site

**Less-Than-Significant Impact with Mitigation Incorporated.** A review of the CHRIS records search (completed July 20, 2023) indicates that six cultural resource studies have been conducted within 0.5 miles of the Janss Road site between 1976 and 2006. Of these studies, one addressed 100 percent of the Janss Road site. The SCCIC records indicate that six previously recorded cultural resources, all prehistoric archaeological resources, are located within 0.5 miles of the site, one of which is located immediately adjacent to the Janss Road site and is described within the site record as a small area scattered with tools and flakes. The other five prehistoric sites are located between 43 meters (141 feet) and 520 meters (1,706 feet) and at varying elevations from the Janss Road site. The site record for the archaeological resource located adjacent to the Janss Road site confirmed no subsurface testing has been conducted and includes recommendations that a subsurface investigation be conducted prior to development within the resource.

A review of aerial photographs for all available years, between 1921 and 2020, indicates that in general, the Janss Road site has been subjected to ground disturbance since at least 1980 and has been paved since at least 1994.

An intensive-level archaeological survey of the Janss Road site was conducted July 21, 2023. Ground surface visibility within the site varied from non-existent to fair; approximately 95 percent of the Janss Road site is a paved parking lot, offering no visibility of the ground surface. The remaining 5 percent of the site is landscaped with various bush and tree coverage, with fair visibility. All landscaped areas were closely inspected for any evidence of cultural resources. No cultural materials were observed as a result of this survey. Soils observed were a light brown silty loam with gravels, possibly a fill material. USDA describes the soils on location as Hambright rocky clay loam and Cropley Clay. As of publication of this document, no geotechnical investigation of the Janss Road site has been conducted. Since the current proposed Project does not include any ground disturbance within the Janss Road site, no additional investigative efforts to determine whether the resource recorded adjacent to the Janss Road site extends outside the current archaeological site boundary and into the Janss Road site. However, due to the presence of a recorded archaeological resource located immediately adjacent to the Janss Road site, the site is considered sensitive for archaeological resources. As such, if a future project proposed on the Janss Road site includes ground disturbance, subsurface testing would be required to determine whether the resource extends into

the Janss Road site, meets the criteria of an archaeological historical resource pursuant to Section 15064.5 or a unique archaeological resource pursuant to Section 21083.2(g) and has the potential to be impacted. If the result of the aforementioned subsurface testing is negative, the potential to inadvertently encounter a cultural resource during ground disturbing activities is still possible. Thus, measures are required to address impacts related to the inadvertent discovery of archaeological resources during construction at the Janss Road site, as outlined in MM-CUL-1, MM-CUL-2, and MM-CUL-3. MM-CUL-1 requires that all project construction personnel participate in a Workers Environmental Awareness Program training for the proper identification and treatment of inadvertent discoveries of cultural resources. MM-CUL-2 requires the retention of an on-call qualified archaeologist to respond in the case of inadvertent discoveries of cultural resources. MM-CUL-3 requires construction work occurring within 50 feet of a cultural resource discovery and 100 feet of a human remains discovery be immediately halted until the qualified archaeologist can assess and evaluate the discovery pursuant to CEQA. Additionally, MM-CUL-1 through MM-CUL-3 require their adherence be stated on all project site plans intended for use by those conducting the ground disturbing activities. Implementation of MM-CUL-1 through MM-CUL-3 would reduce the potential to adversely change the significance of an archaeological historical resource pursuant to Section 15064.5 or a unique archaeological resource pursuant to Section 21083.2(g), to **less than significant with mitigation incorporated**.

***C) Would the Project disturb any human remains, including those interred outside of formal cemeteries?***

**Cancer Center Site**

**Less-Than-Significant Impact with Mitigation Incorporated.** No prehistoric or historic burials were identified within the Cancer Center site as a result of the CHRIS records search, NAHC SLF search, or pedestrian survey, nor are there any dedicated cemeteries within or surrounding the site. In the event that unknown human remains are encountered during ground disturbing activities implemented during construction at the Cancer Center site, impacts to these resources would be potentially significant. Therefore, MM-CUL-1 through MM-CUL-3 should be implemented to reduce potential impacts to inadvertently encountered human remains. Implementation of MM-CUL-1 through MM-CUL-3 would reduce potential to disturb human remains, including those interred outside of formal cemeteries, to **less than significant with mitigation incorporated**.

**Janss Road Site**

**Less-Than-Significant Impact with Mitigation Incorporated.** No prehistoric or historic burials were identified within the Janss Road site as a result of the CHRIS records search, NAHC SLF search, or pedestrian survey, nor are there any dedicated cemeteries within or surrounding the site. As previously mentioned, ground disturbance is not currently proposed within the Janss Road site. However, in the event that unknown human remains are encountered during ground disturbing activities implemented during construction of future development at the Janss Road site, impacts to these resources would be potentially significant. Therefore, MM-CUL-1 through MM-CUL-3 shall be implemented as part of any future development of the site to reduce potential impacts to inadvertently encountered human remains. Implementation of MM-CUL-1 through MM-CUL-3 would reduce potential to disturb human remains, including those interred outside of formal cemeteries, to **less than significant with mitigation incorporated**.

*D) 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 listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?*

#### Cancer Center Site

**Less-Than-Significant Impact with Mitigation Incorporated.** As previously presented, no historical resources that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k) were identified within the Cancer Center site as a result of the investigation conducted to inform the CEQA analysis outlined in this document. Additionally, no tribal cultural resources, as defined in Public Resources Code Section 21074, were identified within the Cancer Center site as a result of the notification and consultation conducted in accordance with AB 52 and SB 18. The potential to encounter intact cultural deposits containing historical archaeological resources of Native American origin as a result of project implementation is unlikely within the Cancer Center site but cannot be ruled out. In the event that unanticipated archaeological resources of Native American origin are encountered during Project implementation, impacts to these resources would be potentially significant. Thus, measures are required to address impacts related to the inadvertent discovery of historical archaeological resources of Native American origin during construction at the Cancer Center site, as outlined in MM-CUL-1, MM-CUL-2, and MM-CUL-3. MM-CUL-1 requires that all project construction personnel participate in a Workers Environmental Awareness Program training for the proper identification and treatment of inadvertent discoveries of cultural resources. MM-CUL-2 requires the retention of an on-call qualified archaeologist to respond in the case of inadvertent discoveries of cultural resources and if the discovered resource is Native American origin, the Tribe/s traditionally and culturally affiliated with geographic area of the project site shall be contacted. MM-CUL-3 requires construction work occurring within 50 feet of a cultural resource discovery and 100 feet of a human remains discovery be immediately halted until the qualified archaeologist can assess and evaluate the discovery pursuant to CEQA. Additionally, MM-CUL-1 through MM-CUL-3 require their adherence be stated on all site plans intended for use by those conducting the ground disturbing activities. Implementation of MM-CUL-1 through MM-CUL-3 would reduce the potential to adversely change the significance of a tribal cultural resource, as defined in Public Resources Code Section 21074 and listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), to **less than significant with mitigation incorporated**.

#### Janss Road Site

**Less-Than-Significant Impact with Mitigation Incorporated.** As previously mentioned, ground disturbance is not currently proposed within the Janss Road site. However, if a future project proposed on the Janss Road site includes ground disturbance, subsurface testing would be required to determine whether the resource extends into the Janss Road site, meets the criteria of a historical resource, unique archaeological site or Tribal Cultural Resources, as defined in Public Resources Code Section 5020.1(k) and listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), and has the potential to be impacted. If the result of the aforementioned subsurface testing is negative, the potential to inadvertently encounter a tribal cultural resource during ground disturbing activities is still possible. In the event that a tribal cultural resource is encountered during construction of future development at the Janss Road site, impacts to these resources would be potentially significant. Therefore, MM-CUL-1 through MM-CUL-4 shall be implemented as part of any future development of the site to reduce potential impacts to

inadvertently encountered tribal cultural resource. Implementation of MM-CUL-1 through MM-CUL-4 would reduce potential to adversely impact tribal cultural resource, to **less than significant with mitigation incorporated**.

***E) 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 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.***

#### Cancer Center Site

No Impact. No tribal cultural resource, defined in Public Resources Code Section 21074 and significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 was identified within the Cancer Center site as a result of the notification and consultation conducted in accordance with AB 52 and SB 18. Considering no tribal cultural resources were presented to the City by a California Native American tribe, **no impact** would occur to a known tribal cultural resource, as defined in Public Resources Code Section 21074, significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

#### Janss Road Site

No Impact. No tribal cultural resource, defined in Public Resources Code Section 21074 and significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 was identified within the Janss Road site as a result of the notification and consultation conducted in accordance with AB 52 and SB 18. Considering no tribal cultural resources were presented to the City by a California Native American tribe, **no impact** would occur to a known tribal cultural resource, as defined in Public Resources Code Section 21074, significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

***F) Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

#### Cancer Center Site

Less-Than-Significant Impact with Mitigation Incorporated. If intact paleontological resources are located within the Cancer Center site, ground-disturbing activities associated with construction of the Project, such as grading during site preparation and trenching for utilities, have the potential to destroy a unique paleontological resource or site. As such, the Cancer Center site is considered to be potentially sensitive for paleontological resources, and without mitigation, the potential damage to paleontological resources during construction associated with the Project is considered a potentially significant impact. Given the proximity of past fossil discoveries in the surrounding area within Pleistocene older alluvial deposits and the Conejo Volcanics, the Cancer Center site is highly sensitive for supporting paleontological resources below the depth of artificial fill. However, upon implementation of MM-CUL-4, impacts would be reduced to below a level of significance. Impacts of the Cancer Center component are considered **less than significant with mitigation incorporated** during construction.



## Janss Road Site

Less-Than-Significant Impact with Mitigation Incorporated. If intact paleontological resources are located within the Janss Road site, ground-disturbing activities associated with future development of the site, such as grading during site preparation and trenching for utilities, have the potential to destroy a unique paleontological resource or site. Without mitigation, the potential for damage to paleontological resources during construction associated with future development of the site is considered a potentially significant impact. However, upon implementation of MM-CUL-4, impacts would be reduced to below a level of significance. Impacts of future development at the Janss Road site are considered **less than significant with mitigation incorporated** during construction.

### 4.4.5 Mitigation Measures and Level of Significance After Mitigation

**A) Would the Project cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?**

No impact would occur. No mitigation is required.

**B) Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?**

With implementation of MM-CUL-1, MM-CUL-2, and MM-CUL-3, potentially significant impacts to unknown archaeological resources would be reduced to less than significant with mitigation incorporated.

**MM-CUL-1** Worker Environmental Awareness Program (WEAP). Prior to the start of construction activities, all construction personnel and monitors shall be trained regarding identification and treatment protocol for inadvertent discoveries of cultural resources (archaeological and tribal) and human remains. A basic presentation and handout or pamphlet shall be prepared in order to ensure proper identification and treatment of inadvertent discoveries of cultural resources and human remains. The purpose of the Workers Environmental Awareness Program (WEAP) training is to provide specific details on the kinds of materials that may be identified during ground disturbing activities and explain the importance of and legal basis for the protection of human remains and significant cultural resources. Each worker shall also be trained in the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground disturbing activities. These procedures include but are not limited to work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitoring staff. WEAP attendance requirement shall be stated on all Project site plans intended for use by those conducting the ground disturbing activities.

**MM-CUL-2** Retention of an On-Call Qualified Archaeologist. Prior to commencement of any grading activity on-site, the Applicant and/or subsequent responsible parties shall retain a Qualified Archaeologist, meeting the Secretary of the Interior's Standards, and with experience in California prehistoric and historic resources (experience within Project area preferred), to complete the following: compose a Cultural Resource Discovery Management Plan (Plan), respond to inadvertent discoveries identified during project implementation, and manage archaeological monitoring if required. The purpose of the Plan is to outline a program of treatment and mitigation in the case of an inadvertent discovery of cultural resources during ground-disturbing phases and to provide for the proper identification, evaluation, treatment, and protection of any cultural resources in accordance with CEQA throughout

the duration of the Project. Existence and importance of adherence to this Plan shall be stated on all Project site plans intended for use by those conducting the ground disturbing activities.

MM-CUL-3

**Inadvertent Discovery Clause.** In the event that potential archaeological resources (sites, features, or artifacts) are exposed during ground disturbing, all construction work occurring not less than 50 feet of a cultural resource discovery and 100 feet of a human remains discovery shall immediately stop and the qualified archaeologist that has been retained on call must be notified immediately to assess the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find under the CEQA, the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work (e.g., preparation of an archaeological treatment plan, testing, data recovery, or monitoring) may be warranted if the resource cannot be feasibly avoided. If the discovered archaeological resource is determined to be Native American in origin, the Tribe/s traditionally and culturally affiliated with geographic area of the project site shall be contacted.

In the event that human remains are inadvertently encountered during construction activities, the remains and associated resources shall be treated in accordance with state and local regulations that provide requirements regarding the discovery of human remains, including California Health and Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and CEQA Guidelines Section 15064.5(e). In accordance with these regulations, if human remains are found, the County Coroner must be immediately notified of the discovery. No further excavation or disturbance of the Project site or any nearby (no less than 100 feet) area reasonably suspected to overlie adjacent remains can occur until the County Coroner has determined if the remains are potentially human in origin. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she is required to notify the NAHC that shall notify those persons believed to be the most likely descendant. The most likely descendant shall determine, in consultation with the property owner, the disposition of the human remains. Existence and importance of adherence to this clause shall be stated on all Project site plans intended for use by those conducting the ground disturbing activities.

NOTE: These measures have been developed to mitigate any potential impacts to unknown archaeological resources, as previously defined, or human remains within the Cancer Center site. As previously mentioned, since the current proposed Project does not include any ground disturbance within the Janss Road site, there are no impacts anticipated to result from current Project implementation. However, if a future project proposed on the Janss Road site includes ground disturbance, subsurface testing would be required to determine whether the resource extends into the Janss Road site, meets the criteria of a historical resource or unique archaeological site pursuant to CEQA Guidelines Section 15064.5 or demonstrates evidence or potential evidence of the presence of human remains and either archaeological resources, as previously defined, or human remains have the potential to be impacted.

***C) Would the Project disturb any human remains, including those interred outside of formal cemeteries?***

With implementation of MM-CUL-1, MM-CUL-2, and MM-CUL-3 (as outlined above), potentially significant impacts to unknown human remains, including those interred outside of formal cemeteries, would be reduced to less than significant with mitigation incorporated.

***D) 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 listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?***

With implementation of MM-CUL-1 through MM-CUL-3 (as outlined above), potentially significant impacts to tribal cultural resources, as defined in Public Resources Code Section 21074 and listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), would be reduced to less than significant with mitigation incorporated.

***E) 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 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.***

No impact would occur. No mitigation is required.

***F) Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

With implementation of MM-CUL-4, potentially significant impacts to paleontological resources at the Project Site would be reduced to less than significant with mitigation incorporated.

MM-CUL-4 Paleontological Resources Impact Mitigation Program (PRIMP). Prior to commencement of any grading activity on-site, the applicant shall retain a qualified paleontologist per the Society of Vertebrate Paleontology (SVP) (2010) guidelines. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the Project. The PRIMP shall be consistent with the SVP (2010) guidelines and should outline requirements for preconstruction meeting attendance and worker environmental awareness training, where monitoring is required within the Project site based on construction plans and/or geotechnical reports, procedures for adequate paleontological monitoring and discoveries treatment, and paleontological methods (including sediment sampling for microvertebrate fossils), reporting, and collections management. The PRIMP shall also include a statement that any fossil lab or curation costs (if necessary due to fossil recovery) are the responsibility of the Project applicant or proponent. The qualified paleontologist shall attend the preconstruction meeting and a qualified paleontological monitor shall be on-site during all rough grading and other significant ground-disturbing activities (including augering) in previously undisturbed, fine-grained Pleistocene alluvial deposits. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find.

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## 4.5 Energy

This section describes the existing energy conditions of the Los Robles Comprehensive Cancer Center (Cancer Center site) and the 355 West Janss Road Site General Plan Amendment and Zone Change (Janss Road site) (collectively the “Project”) site and vicinity, identifies associated regulatory requirements and evaluates potential impacts related to implementation of the Project.

In addition to the documents incorporated by reference (see Section 2.7 of Chapter 2 of this Environmental Impact Report [EIR]), the following analysis is based, in part, on the following source:

- Air Quality and Greenhouse Gas (GHG) Emissions Technical Report, prepared by Dudek in October 2023 (Appendix B).

Other sources consulted are listed in Section 4.5.6, References Cited.

### 4.5.1 Existing Conditions

#### Electricity

According to the Energy Information Administration (EIA), California used approximately 250,175 gigawatt hours of electricity in 2020 (EIA 2021). Electricity usage in California for different land uses varies substantially by the types of uses in a building, type of construction materials used in a building, and the efficiency of all electricity-consuming devices within a building. In 2021, California was the fourth-largest electricity producer in the nation, but the state was also the nation’s second-largest consumer of electricity, and in 2020, it received about 30% of its electricity supply from generating facilities outside of California, including imports from Mexico (EIA 2022a).

Southern California Edison (SCE) provides electricity to the unincorporated areas of Los Angeles County. SCE, a subsidiary of Edison International, serves approximately 180 cities in 11 counties across Central and Southern California. SCE administers various energy efficiency and conservation programs that may be available to residents, businesses, and other organizations in Los Angeles and Ventura County. According to the California Public Utilities Commission (CPUC), approximately 84 billion kilowatt-hours (kWh) of electricity were used in SCE’s service area in 2017. Demand forecasts anticipate that approximately 75 billion kWh of electricity will be used in SCE’s service area in 2020 (CPUC 2020).

SCE receives electric power from a variety of sources. According to the 2020 SCE Power Content Label, eligible renewable energy accounts for 30.9% of SCE’s overall energy resources, with geothermal resources at 5.5%, wind power at 9.4%, eligible hydroelectric sources at 0.8%, and solar energy at 15.1% (CEC 2021). Within Ventura County (County), annual non-residential electricity use in 2020 was approximately 3.4 billion kWh per year, while residential electricity use is approximately 1.9 billion kWh per year (CEC 2023a).

#### Natural Gas

According to the EIA, California used approximately 2,074,302 million cubic feet of natural gas in 2020 (EIA 2022b). The majority (by number) of California’s natural gas customers are residential and small commercial customers (core customers) (CPUC 2019). These customers account for approximately 35% of the natural gas delivered by California utilities (CPUC 2019). Large consumers, such as electric generators and industrial customers (noncore customers), account for approximately 65% of the natural gas delivered by California utilities (CPUC 2021). CPUC regulates California natural gas rates and natural gas services, including in-state transportation over transmission

and distribution pipeline systems, storage, procurement, metering, and billing. Most of the natural gas used in California comes from out-of-state natural gas basins. California gas utilities may soon also begin receiving biogas into their pipeline systems (CPUC 2021).

The Southern California Gas Company (SoCalGas) provides the County with natural gas service. SoCalGas' service territory encompasses approximately 20,000 square miles and more than 500 communities. In the California Energy Demand mid-energy demand scenario from the 2019 Integrated Energy Policy Report, natural gas demand is projected to have an annual growth rate of 0.03% in SoCalGas's service territory (CEC 2018a). The total capacity of natural gas available to SoCalGas in 2020 is estimated to be 3.8 billion cubic feet per day. In 2024, the total capacity available is also estimated to be 3.8 billion cubic feet per day<sup>1</sup> (California Gas and Electric Utilities 2020). This amount is approximately equivalent to 3.88 billion thousand British thermal units (kBtu) per day or 38.8 million therms per day. In 2020, SoCalGas delivered approximately 2,937 million therms (293.7 billion kBtu) to Los Angeles County (CEC 2023b).

## Petroleum

According to the EIA, California used approximately 524 million barrels of petroleum in 2020, with the majority (433 million barrels) used for the transportation sector (EIA 2022c). This total annual consumption equates to a daily use of approximately 1.4 million barrels of petroleum. In California, petroleum fuels refined from crude oil are the dominant source of energy for transportation sources. Petroleum usage in California includes petroleum products such as motor gasoline, distillate fuel, liquefied petroleum gases, and jet fuel. California has implemented policies to improve vehicle efficiency and to support use of alternative transportation, which are described in Section 4.5.2, Regulatory Requirements.

## 4.5.2 Relevant Plans, Policies, and Ordinances

### Federal

#### Federal Energy Policy and Conservation Act

In 1975, Congress enacted the Federal Energy Policy and Conservation Act, which established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the National Highway Traffic Safety Administration (NHTSA) is responsible for establishing additional vehicle standards. In 2012, new fuel economy standards for passenger cars and light trucks were approved for model years 2017 through 2021 (77 FR 62624-63200). Fuel economy is determined based on each manufacturer's average fuel economy for the fleet of vehicles available for sale in the United States.

#### Energy Independence and Security Act of 2007

On December 19, 2007, the Energy Independence and Security Act of 2007 (EISA) was signed into law. In addition to setting increased corporate average fuel economy (CAFE) standards for motor vehicles, the EISA includes the following other provisions related to energy efficiency:

- Renewable fuel standard (RFS) (Section 202)
- Appliance and lighting efficiency standards (Sections 301–325)
- Building energy efficiency (Sections 411–441)

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<sup>1</sup> One cubic foot of natural gas has approximately 1,020 BTUs of natural gas or 1.02 kBtus of natural gas.



This federal legislation (the RFS) requires ever-increasing levels of renewable fuels to replace petroleum (EPA 2017). The U.S. Environmental Protection Agency (EPA) is responsible for developing and implementing regulations to ensure that transportation fuel sold in the United States contains a minimum volume of renewable fuel. The RFS program regulations were developed in collaboration with refiners, renewable fuel producers, and many other stakeholders.

The RFS program was created under the Energy Policy Act of 2005 and established the first renewable fuel volume mandate in the United States. As required under the act, the original RFS program (RFS1) required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012. Under the EISA, the RFS program was expanded in several key ways that laid the foundation for achieving significant reductions of GHG emissions through the use of renewable fuels, for reducing imported petroleum, and for encouraging the development and expansion of our nation's renewable fuels sector. The updated program ("RFS2") includes the following:

- EISA expanded the RFS program to include diesel, in addition to gasoline.
- EISA increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022.
- EISA established new categories of renewable fuel and set separate volume requirements for each one.
- EISA required the EPA to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces.

Additional provisions of the EISA address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."

### State

#### California Environmental Quality Act

In accordance with the California Environmental Quality Act (CEQA) Guidelines and Appendix F, Energy Conservation, of the CEQA Guidelines, in order to ensure that energy implications are considered in project decisions, EIRs must include a discussion of the potential significant energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. Appendix F of the CEQA Guidelines provides a list of energy-related topics that should be analyzed in an EIR. In addition, while not described as significance thresholds for determining the significance of impacts related to energy, Appendix F provides the following topics that the lead agency may consider in the energy analysis in an EIR, where topics are applicable or relevant to the project:

- The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project'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 existing energy standards;
- The effects of the project on energy resources; and,
- The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

## Warren-Alquist Act

The California Legislature passed the Warren–Alquist Act in 1974, which created the California Energy Commission (CEC). The legislation also incorporated the following three key provisions designed to address the demand side of the energy equation:

- It directed the CEC to formulate and adopt the nation’s first energy conservation standards for both buildings constructed and appliances sold in California.
- The act removed the responsibility of electricity demand forecasting from the utilities, which had a financial interest in high-demand projections, and transferred it to a more impartial CEC.
- The CEC was directed to embark on an ambitious research and development program, with a particular focus on fostering what were characterized as non-conventional energy sources.

## State of California Energy Action Plan

The CEC and CPUC approved the first State of California Energy Action Plan in 2003. The plan established shared goals and specific actions to ensure the provision of adequate, reliable, and reasonably priced electrical power and natural gas supplies; it also identified cost-effective and environmentally sound energy policies, strategies, and actions for California’s consumers and taxpayers. In 2005, the CEC and CPUC adopted a second Energy Action Plan to reflect various policy changes and actions of the prior 2 years.

At the beginning of 2008, the CEC and CPUC determined that it was not necessary or productive to prepare a new energy action plan (CPUC 2008). This determination was based, in part, on a finding that the state’s energy policies have been significantly influenced by the passage of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006 (discussed below). Rather than produce a new energy action plan, the CEC and CPUC prepared an “update” that examines the state’s ongoing actions in the context of global climate change.

## AB 32 and SB 32

In 2006, the State Legislature enacted Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006. AB 32 requires California to reduce its GHG emissions to 1990 levels by 2020. In 2016, the Legislature enacted Senate Bill (SB) 32, which extended the horizon year of the state’s codified GHG reduction planning targets from 2020 to 2030, requiring California to reduce its GHG emissions to 40% below 1990 levels by 2030. In accordance with AB 32 and SB 32, the California Air Resources Board (CARB) prepares scoping plans to guide the development of statewide policies and regulations for the reduction of GHG emissions. Many of the policy and regulatory concepts identified in the scoping plans focused on increasing energy efficiencies, using renewable resources, and reducing the consumption of petroleum-based fuels (such as gasoline and diesel). As such, the state’s GHG emissions reduction planning framework creates co-benefits for energy-related resources.

## California Building Standards

Part 6 of Title 24 of the California Code of Regulations was established in 1978 and serves to enhance and regulate California’s building standards. Part 6 establishes energy efficiency standards for residential and non-residential buildings constructed in California to reduce energy demand and consumption. Part 6 is updated periodically to incorporate and consider new energy efficiency technologies and methodologies.

The current Title 24, Part 6 standards, referred to as the 2019 Title 24 Building Energy Efficiency Standards, became effective on January 1, 2020. In general, single-family residences built to the 2019 standards are anticipated to use approximately 7% less energy due to energy efficiency measures than those built to the 2016 standards; once rooftop solar electricity generation is factored in, single-family residences built under the 2019 standards will use approximately 53% less energy than those under the 2016 standards (CEC 2018b). Nonresidential buildings built to the 2019 standards are anticipated to use an estimated 30% less energy than those built to the 2016 standards (CEC 2018b).

Title 24 also includes Part 11, the California Green Building Standards (CALGreen). CALGreen establishes minimum mandatory standards as well as voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality. The 2019 CALGreen standards are the current applicable standards. For nonresidential projects (which the nonresidential portion of the Project is subject to), some of the key mandatory CALGreen 2019 standards involve requirements related to bicycle parking, designated parking for clean air vehicles, electric vehicle (EV) charging stations, shade trees, water conserving plumbing fixtures and fittings, outdoor potable water use in landscaped areas, recycled water supply systems, construction waste management, excavated soil and land clearing debris, and commissioning (24 CCR Part 11).

### Senate Bill 1368

On September 29, 2006, Governor Arnold Schwarzenegger signed into law SB 1368 (Perata, Chapter 598, Statutes of 2006). The law limits long-term investments in baseload generation (minimum level of demand on an electrical grid over a span of time) by the state's utilities to those power plants that meet an emissions performance standard jointly established by the CEC and the CPUC.

The CEC has designed regulations that:

- Establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, of 1,100 pounds carbon dioxide (CO<sub>2</sub>) per megawatt-hour. This would encourage the development of power plants that meet California's growing energy needs while minimizing their emissions of GHGs;
- Require posting of notices of public deliberations by publicly owned utilities on long-term investments on the CEC website. This would facilitate public awareness of utility efforts to meet customer needs for energy over the long-term while meeting the state's standards for environmental impact; and
- Establish a public process for determining the compliance of proposed investments with the emissions performance standard (EPS) (Perata, Chapter 598, Statutes of 2006).

### AB 1493

Adopted in 2002 by the state legislature, AB 1493 ("Pavley" regulations) required that the CARB develop and adopt, no later than January 1, 2005, regulations to achieve the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles.

The first California request to implement GHG standards for passenger vehicles, known as a waiver request, was made in December 2005 and was denied by the EPA in March 2008. That decision was based on a finding that California's request to reduce GHG emissions from passenger vehicles did not meet the Clean Air Act requirement of showing that the waiver was needed to meet "compelling and extraordinary conditions."

The EPA granted California the authority to implement GHG emission reduction standards for new passenger cars, pickup trucks, and sport utility vehicles on June 30, 2009. On September 24, 2009, CARB adopted amendments to the Pavley regulations that reduce GHG emissions in new passenger vehicles from 2009 through 2016. These amendments are part of California's commitment to a nationwide program to reduce new passenger vehicle GHGs from 2012 through 2016. CARB's September 2009 amendments will allow for California's enforcement of the Pavley rule while providing vehicle manufacturers with new compliance flexibility. The amendments also prepare California to harmonize its rules with the federal rules for passenger vehicles.

It is expected that the Pavley regulations will reduce GHG emissions from California passenger vehicles by about 22% in 2012 and about 30% in 2016, all while improving fuel efficiency and reducing motorists' costs.

### EO S-1-07

Issued on January 18, 2007, Executive Order (EO) S-1-07 sets a declining Low Carbon Fuel Standard for GHG emissions measured in CO<sub>2</sub>-equivalent (CO<sub>2</sub>e) grams per unit of fuel energy sold in California. The target of the Low Carbon Fuel Standard is to reduce the carbon intensity of California passenger vehicle fuels by at least 10% by 2020. The carbon intensity measures the amount of GHG emissions in the lifecycle of a fuel, including extraction/feedstock production, processing, transportation, and final consumption, per unit of energy delivered. CARB adopted the implementing regulation in April 2009. The regulation is expected to increase the production of biofuels, including those from alternative sources, such as algae, wood, and agricultural waste. In addition, the Low Carbon Fuel Standard would drive the availability of plug-in hybrid, battery electric, and fuel-cell power motor vehicles. The Low Carbon Fuel Standard was anticipated to lead to the replacement of 20% of the fuel used in motor vehicles with alternative fuels by 2020. In 2018, this goal was revised to reduce the carbon intensity of fuels by 20% compared to 2011 by 2030. In 2020, the LCFS met 7.42% of the 7.5% target reduction for the year (CARB 2021c).

### SB 375

In August 2008, the legislature passed, and on September 30, 2008, Governor Schwarzenegger signed, SB 375 (Steinberg), which addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. Regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035, as determined by CARB, are required to consider the emission reductions associated with vehicle emission standards (see SB 1493), the composition of fuels (see EO S-1-07), and other CARB-approved measures to reduce GHG emissions. Regional metropolitan planning organizations will be responsible for preparing a Sustainable Communities Strategy (SCS) within their Regional Transportation Plan (RTP). The goal of the SCS is to establish a development plan for the region, which, after considering transportation measures and policies, will achieve, if feasible, the GHG reduction targets. If an SCS is unable to achieve the GHG reduction target, a metropolitan planning organization must prepare an alternative planning strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. SB 375 provides incentives for streamlining CEQA requirements by substantially reducing the requirements for "transit priority projects," as specified in SB 375, and eliminating the analysis of the impacts of certain residential projects on global warming and the growth-inducing impacts of those projects when the projects are consistent with the SCS or alternative planning strategy.

In September 2010, CARB adopted the SB 375 targets for the regional metropolitan planning organizations. The targets for the SCAG are an 8% reduction in emissions per capita by 2020 and a 13% reduction by 2035. Achieving these goals through adoption of a SCS is the responsibility of the metropolitan planning organizations. SCAG prepared its RTP/SCS, which was adopted by the SCAG Regional Council on April 4, 2012. The plan quantified a 9%

reduction by 2020 and a 16% reduction by 2035. On June 4, 2012, the CARB executive officer issued an executive order accepting SCAG's quantification of GHG reductions and the determination that the SCS would achieve the GHG emission reduction targets established by CARB. On April 7, 2016, SCAG adopted the 2016–2040 RTP/SCS which looks to build on the success of the 2012–2035 RTP/SCS. Targets for SCAG region in the updated plan includes an 8% per capita reduction in GHG emissions from automobiles and light trucks by 2020, an 19% reduction by 2035, and a 21% reduction by 2040 compared with 2005 levels (SCAG 2020).

SCAG has developed Connect SoCal, the 2020–2045 RTP/SCS, which is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Connect SoCal charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, planning strategies, and the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses, and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The SCAG 2020–2045 RTP/SCS was adopted on September 3, 2020.

### Truck and Bus Regulation, On-Road Heavy-Duty Diesel Vehicles (In-use) Regulation

On December 12, 2008, CARB approved the Truck and Bus Regulation to significantly reduce PM, and NO<sub>x</sub> emissions from existing diesel vehicles operating in California. Amendments to this regulation were approved by CARB on April 25, 2014.

The regulation applies to nearly all diesel fueled, dual-fueled, or alternative diesel-fueled trucks and buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds that are privately or federally owned and for privately and publicly owned school buses. The purpose of this regulation is to reduce emissions of diesel PM, NO<sub>x</sub>, and other criteria pollutants from in-use diesel-fueled vehicles.

Heavier trucks and buses with a GVWR greater than 26,000 pounds must comply with a schedule by engine model year or owners can report to show compliance with more flexible options. Starting January 1, 2012, heavier trucks were required to meet the engine model year schedule. Fleets that comply with the schedule must install the best available PM filter on 1996 model year and newer engines and replace the vehicle 8 years later. Trucks with 1995 model year and older engines must be replaced starting in 2015. Replacements with a 2010 model year or newer engines meet the final requirements, but owners can also replace with used trucks that have a future compliance date on the schedule. For example, a replacement with a 2007 model year engine complies until 2023. By 2023, all trucks and buses must have 2010 model year engines with few exceptions. No reporting is required if complying with this schedule (CARB 2014).

### Advanced Clean Car Program

The Advanced Clean Cars (ACC) I program (January 2012) is an emissions-control program for model years 2015 through 2025. The program combines the control of smog- and soot-causing pollutants and GHG emissions into a single coordinated package of regulations: the Low-Emission Vehicle (LEV) regulation for criteria air pollutant and GHG emissions and a technology forcing regulation for zero-emission vehicles (ZEV) that contributes to both types of emission reductions (CARB 2021a). The package includes elements to reduce smog-forming pollution, reduce GHG emissions, promote clean cars, and provide the fuels for clean cars. To improve air quality, CARB has implemented new emission standards to reduce smog-forming emissions beginning with 2015 model year vehicles. It is estimated that in 2025 cars will emit 75 percent less smog-forming pollution than the average new car sold in

2015. The ZEV program will act as the focused technology of the ACC I program by requiring manufacturers to produce increasing numbers of ZEVs and plug-in hybrid EVs in the 2018 to 2025 model years.

The ACC II program is currently in development to establish the next set of LEV and ZEV requirements for model years after 2025 to contribute to meeting federal ambient air quality ozone standards and California's carbon neutrality standards (CARB 2021a). The main objectives of ACC II are:

1. Maximize criteria and GHG emission reductions through increased stringency and real-world reductions.
2. Accelerate the transition to ZEVs through both increased stringency of requirements and associated actions to support wide-scale adoption and use.

An ACC II rulemaking package, which will consider technological feasibility, environmental impacts, equity, economic impacts, and consumer impacts, is anticipated to be presented to CARB for consideration in summer 2022. However, as detailed previously, EPA and NHTSA published the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, which revokes California's authority to set its own GHG emissions standards and set ZEV mandates in California. Since California and 22 other states, as well as the District of Columbia and four cities, filed suit against the EPA and a petition for reconsideration of the SAFE Rule, the ACC II rulemaking's course may vary depending on the results of this ongoing litigation.

### Advanced Clean Trucks Program

The purpose of the Advanced Clean Trucks (ACT) Regulation (June 2020) is to accelerate the market for zero-emission vehicles in the medium- and heavy-duty truck sector and to reduce emissions of oxides of nitrogen (NO<sub>x</sub>), fine particulate matter, toxic air contaminants (TACs), GHGs, and other criteria pollutants generated from on-road mobile sources (CARB 2021b). Requiring medium- and heavy-duty vehicles to transition to zero-emissions technology will reduce health risks to people living in and visiting California and is needed to help California meet established near- and long-term air quality and climate mitigation targets. The regulation has two components including (1) a manufacturer sales requirement and (2) a reporting requirement:

1. Zero-emission truck sales: Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines will be required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales.
2. Company and fleet reporting: Large employers including retailers, manufacturers, brokers and others will be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, will be required to report about their existing fleet operations. This information will help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

### EO B-16-12

Governor Brown issued EO B-16-12 on March 23, 2012. The EO requires that state entities under the governor's direction and control support and facilitate the rapid commercialization of ZEVs. It orders CARB, the CEC, CPUC,

and other relevant agencies work with the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to help achieve the following by 2015:

- The state's major metropolitan areas will be able to accommodate ZEVs, each with infrastructure plans and streamlined permitting
- The state's manufacturing sector will be expanding ZEV and component manufacturing
- The private sector's investment in ZEV infrastructure will be growing
- The state's academic and research institutions will be contributing to ZEV research, innovation and education.

CARB, the CEC, and CPUC, are also directed to establish benchmarks to help achieve the following goals by 2020:

- The state's ZEV infrastructure will be able to support up to one million vehicles
- The costs of ZEV will be competitive with conventional combustion vehicles
- ZEVs will be accessible to mainstream consumers
- There will be widespread use of ZEVs for public transportation and freight transport
- Transportation sector GHG emissions will be falling as a result of the switch to ZEVs
- Electric vehicle charging will be integrated into the electricity grid
- The private sector's role in the supply chain for ZEV component development and manufacturing will be expanding.

Benchmarks are also to be established to help achieve the following goals by 2025:

- Over 1.5 million ZEVs will be on California roads and their market share will be expanding
- Californians will have easy access to ZEV infrastructure
- The ZEV industry will be a strong and sustainable part of California's economy
- California's clean, efficient vehicles will annually displace at least 1.5 billion gallons of petroleum fuels.

On a statewide basis, the EO establishes a target reduction of GHG emissions from the transportation sector equaling 80% less than 1990 levels by 2050.

### CAP-and-Trade Program

To achieve the goals of AB 32, the *Climate Change Scoping Plan: A Framework for Change* included an early action to develop a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system. The cap-and-trade regulation, which is a key element of California's climate plan, took effect in January 2012 and compliance obligation began in January 2013. The cap-and-trade program sets a statewide limit on sources responsible for 85% of California's GHG emissions and establishes a price signal needed to drive long-term investment in cleaner fuels and more efficient use of energy. The program is designed to provide covered entities the flexibility to seek out and implement the lowest-cost options to reduce emissions. The first phase of the cap-and-trade regulation included electricity generated in and imported into California, large combustion sources (i.e., generally those emitting more than 25,000 MT CO<sub>2e</sub> per year), and certain industrial sectors. The second phase added providers of transportation fuels and other combustion fuels (e.g., natural gas, propane) to the cap-and-trade program. The regulation requires that emissions generated by these facilities and combustion of fuels be reduced over time under a declining "cap."

## Renewable Energy Sources

SB 1078 established the California Renewables Portfolio Standard (RPS) Program and required that a retail seller of electricity purchase a specified minimum percentage of electricity generated by eligible renewable energy resources as defined in any given year, culminating in a 20% standard by December 31, 2017. These retail sellers include electrical corporations, community choice aggregators, and electric service providers. The bill relatedly required the CEC to certify eligible renewable energy resources, design and implement an accounting system to verify compliance with the RPS by retail sellers, and allocate and award supplemental energy payments to cover above-market costs of renewable energy.

SB 107 (2006) accelerated the RPS established by SB 1078 by requiring that 20% of electricity retail sales be served by renewable energy resources by 2010 (not 2017). Additionally, SB X1-2 (2011) requires all California utilities to generate 33% of their electricity from eligible renewable energy resources by 2020. Specifically, SB X1-2 sets a three-stage compliance period: by December 31, 2013, 20% had to come from renewables; by December 31, 2016, 25% had to come from renewables; and by December 31, 2020, 33% had to come from renewables.

SB 350 (2015) expanded the RPS because it requires retail seller and publicly owned utilities to procure 50% of their electricity from eligible renewable energy resources by 2030, with interim goals of 40% by 2024 and 45% by 2027.

SB 100 (2018) accelerated and expanded the standards set forth in SB 350 by establishing that 44% of the total electricity sold to retail customers in California per year by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030 be secured from qualifying renewable energy sources. SB 100 also states that it is the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of the retail sales of electricity to California. This bill requires that the achievement of 100% zero-carbon electricity resources does not increase the carbon emissions elsewhere in the western grid and that the achievement not be achieved through resource shuffling.

Consequently, utility energy generation from non-renewable resources is expected to be reduced based on implementation of the 60% RPS in 2030. Therefore, any project's reliance on non-renewable energy sources would also be reduced.

## AB 1007

AB 1007 (2005) required the CEC to prepare a statewide plan to increase the use of alternative fuels in California (State Alternative Fuels Plan). The CEC prepared the plan in partnership with the CARB and in consultation with other state agencies, plus federal and local agencies. The State Alternative Fuels Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

## Local

### Southern California Association of Governments

California's 18 metropolitan planning organizations have been tasked with creating SCSs in an effort to reduce the region's vehicle miles traveled in order to help meet AB 32 targets through integrated transportation, land use, housing, and environmental planning. Pursuant to SB 375, CARB set per-capita GHG emissions reduction targets from passenger vehicles for each of the state's 18 metropolitan planning organizations. For SCAG, the state's initial



mandated reductions were set at 8% by 2020 and 13% by 2035. In March 2018, CARB updated the SB 375 targets for SCAG to require an 8% reduction by 2020 and a 19% reduction by 2035 in per-capita passenger vehicle GHG emissions (CARB 2018).

Pursuant to Government Code Section 65080(b)(2)(B), the SCS must “set forth forecasted development pattern for the region which when integrated with the transportation network, and other transportation measures and policies, will reduce the GHG emissions from automobiles and light trucks to achieve the GHG reduction targets.” To that end, SCAG has developed Connect SoCal, the 2020–2045 RTP/SCS, which complies with CARB’s updated emissions reduction targets and meets the requirements of SB 375 by achieving per-capita GHG emissions reductions relative to 2005 of 8% by 2020 and 19% by 2035 (SCAG 2020). In addition, the plan anticipates a 25.7% decrease in time spent in traffic delay per capita and a 5% decrease in daily miles driven per capita from 2016 to 2045. The 2020–2045 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals, and charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies, and between the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal embodies a collective vision for the region’s future and is developed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The following are the 2020–2045 RTP/SCS goals (SCAG 2020):

1. Encourage regional economic prosperity and global competitiveness
2. Improve mobility, accessibility, reliability, and travel safety for people and goods
3. Enhance the preservation, security, and resilience of the regional transportation system
4. Increase person and goods movement and travel choices within the transportation system
5. Reduce GHG emissions and improve air quality
6. Support healthy and equitable communities
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options
10. Promote conservation of natural and agricultural lands and restoration of habitats

On September 3, 2020, the Regional Council approved the 2020–2045 RTP/SCS in its entirety (SCAG 2020).

### City of Thousand Oaks

#### Thousand Oaks General Plan

The City’s General Plan consists of a number of goals and policies related to the community’s development and various elements that provide more detailed policies to serve as the foundation for guiding the City’s development. Chapter 10 the City’s Safety Element addresses the impacts of global climate change in relation to the City of Thousand Oaks. In 2012, the City adopted an Energy Action Plan for City facilities; however, this plan is not relevant to this project as the project would be a private development. The most relevant Climate Change policy for private development in the Thousand Oaks General Plan is Safety Policy 7.2, Community emissions, which aims to reduce community GHG emissions by at least the SB 32 target of 40% by 2030 and 80% by 2050 relative to 2010 (City of Thousand Oaks 2023). Additionally, Safety Policy 7.4 encourages electrification of newly constructed buildings.

## Climate and Environmental Action Plan

The Climate and Environmental Action Plan is a long-range plan that outlines comprehensive strategies to reduce GHG emissions and address other environmentally related issues. The City Council has adopted GHG reduction targets of 40% below 2010 levels by 2030 and 80% below 2010 levels by 2050. Implementation of the Climate and Environmental Action Plan GHG emission reduction strategies will provide co-benefits to the community by reducing air pollution, supporting local economic development, increasing local resilience, and improving public health and quality of life.

### Clean Power Alliance

The City elected to join the Clean Power Alliance in 2019 to bring locally sourced renewable energy to City residential and non-residential customers. Customers are by default placed into the 100% renewable energy product with other options available. SCE continues to deliver electricity to the City while Clean Power Alliance purchases and provides the power.

## 4.5.3 Thresholds of Significance

In accordance with the City's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to energy are listed below. A project may have a significant impact if it would:

1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction and operation.
2. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

In addition to addressing the City's adopted CEQA Guidelines which incorporates Appendix G thresholds, the energy analysis includes factors and considerations of Appendix F of the CEQA guidelines, as appropriate, to assist in answering the Appendix G questions. The factors to evaluate energy impacts in response to Threshold 4.5a include the Project's energy requirements and effects of the Project on local and regional energy supplies. The factors to evaluate energy impacts in response to Threshold 4.5b include the degree to which the Project complies with existing energy standards, as applicable.

## Methodology

### Petroleum

Potential impacts were assessed through projected traffic trip generation during construction and operation, as detailed in the California Emissions Estimator Model (CalEEMod) outputs that was prepared for the Project (Appendix B). Trip generation was provided by the Transportation Impact Assessment prepared for the Project by Associated Transportation Engineers (Associated Transportation Engineers 2022; Appendix I of this Draft EIR. Fuel consumption from construction equipment was estimated by converting the total carbon dioxide (CO<sub>2</sub>) emissions from each construction phase to gallons using conversion factors for CO<sub>2</sub> to gallons of gasoline or diesel. The conversion factor for gasoline is 8.78 kilograms per metric ton CO<sub>2</sub> per gallon, and the conversion factor for diesel is 10.21 kilograms per metric ton CO<sub>2</sub> per gallon (The Climate Registry 2022). Heavy-duty construction equipment associated with construction activities and haul trucks involved in importing or exporting material to and from the site such as export of demolition material are assumed to use diesel fuel. It is assumed that construction workers

would travel in the Project area in gasoline-powered vehicles. Fuel consumption from worker and vendor trips was estimated by converting the total CO<sub>2</sub> emissions from the construction phase to gallons using the conversion factors for CO<sub>2</sub> to gallons of gasoline or diesel. Worker vehicles are assumed to be gasoline fueled, and vendor/hauling vehicles are assumed to be diesel fueled. The fuel consumption resulting from the Project's operational phase would be attributable to vehicle travel within the Project area as well as use of the emergency generator. Similar to construction worker and vendor trips, fuel consumption for operation was estimated by converting the total CO<sub>2</sub> emissions from the Project to gallons using the conversion factors for CO<sub>2</sub> to gallons of gasoline or diesel. Per CEQA Guidelines Appendix F, this analysis considers these factors and provides the estimated maximum construction energy consumption for the purposes of evaluating the associated impacts on energy resources and requirements. No adjustments within CalEEMod were made to account for the SAFE rule.

### Electricity and Natural Gas

The estimation of operational electricity and natural gas consumption was based on the CalEEMod land use defaults and units or total area (i.e., square footage) of the Project's land uses. For nonresidential buildings, CalEEMod energy intensity value (electricity or natural gas usage per square foot per year) assumptions were based on the California Commercial End-Use Survey database. Residential energy intensity values are based on the California Residential End-Use Survey database. Per CEQA Guidelines Appendix F, this analysis quantifies the Project's energy consumption from operations and evaluates the associated impacts on energy resources and requirements, peak and based period demand, effects on the local and regional energy supplies, and analyses the Project's compliance with existing energy standards.

## 4.5.4 Impacts Analysis

**A) *Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?***

Less-than-Significant Impact. Implementation of the Project would increase the demand for electricity, natural gas, gasoline, and diesel consumption in the Project area during construction and operation, which are evaluated below.

### Cancer Center Site

#### Construction Use

##### Electricity

Temporary electric power for lighting and electronic equipment, such as computers, may be needed inside temporary construction trailers. The focus within this section is the energy implications of the construction process, specifically the power cost from on-site electricity consumption during construction of the Project. The 2022 *National Construction Estimator* identifies a typical power cost per 1,000 square feet of construction land area per month of \$2.41, which was used to calculate the Project's total construction power cost (Pray 2022).

Based on information provided in Section 4.2, Air Quality, construction activities are anticipated to occur over 18 months. As detailed in Table 4.5-1, Construction Power Cost – Cancer Center Site, the total electrical cost of the on-site electricity usage during the construction of the Project is estimated to be approximately \$2,533.91 in 2022 dollars.

**Table 4.5-1 Construction Power Cost - Cancer Center Site**

Land Use	Power Cost (per 1,000 square feet of construction per month)	Size (1,000 square feet)	Construction Duration (months)	Project Construction Power Cost
Medical office building	\$2.41	58.412	18	\$2,533.91

Source: Pray 2022.

SCE's general service rate schedule were used to determine the Project's electrical usage. As of January 1, 2022, SCE's general service rate is \$0.13 per kilowatt hours (kWh) of electricity for industrial services (SCE n.d.). By dividing the cost in Table 4.5-1 by the SCE rate, the total electricity usage from on-site Project construction related activities is estimated to be approximately 19,492 kWh.

**Table 4.5-2. Construction Electricity Usage - Cancer Center Site**

Project Component and Land Use	Cost per kWh	Project Construction Power Cost	Project Construction Electricity Usage (kWh)
Medical office building	\$0.13	\$2,533.91	19,492

Source: SCE n.d.

Note: kWh: kilowatt-hour.

### Natural Gas

Natural gas is not anticipated to be required during Project construction because construction of new buildings and facilities typically do not consume natural gas. Peak energy demand specifically applies to electricity; because natural gas (and petroleum) is liquid, these energy resources do not have the same constraints as electricity supply. Nonetheless, any use of natural gas is anticipated to be sufficiently served by existing supply from SoCalGas and would not require additional local or regional capacity. Any minor amounts of natural gas that may be consumed because of construction would be temporary and negligible and would not have an adverse effect.<sup>2</sup>

### Petroleum

Heavy-duty equipment associated with construction during development allowed for by the Project would rely on diesel fuel, as would vendor trucks involved in delivery of materials to the individual parcels within the Project area and haul trucks exporting demolition material or other materials off site or importing material. Construction workers would travel to and from each of the parcels within the Project area throughout the duration of construction. Appendix B lists the assumed equipment usage and vehicle trips.

Fuel consumption from construction equipment was estimated by converting the total CO<sub>2</sub> emissions from each construction phase to gallons using the conversion factors for CO<sub>2</sub> to gallons of gasoline or diesel. Construction is estimated to occur in the years 2024–2025 based on the construction phasing schedule. The conversion factor for gasoline is 8.78 kilograms per metric ton CO<sub>2</sub> per gallon, and the conversion factor for diesel is 10.21 kilograms

<sup>2</sup> While no natural gas is anticipated to be used during construction as construction equipment is typically diesel-fueled, the possibility of natural gas use is acknowledged in the event a natural gas-fueled piece of equipment is used or a natural gas-fueled hot water boiler is used for pipe relining. However, as noted previously, all equipment was assumed to be diesel-fueled in CalEEMod.

per metric ton CO<sub>2</sub> per gallon (The Climate Registry 2022). The estimated diesel fuel usage from construction equipment, haul trucks, and vendor trucks, as well as estimated gasoline fuel usage from worker vehicles, is shown in Table 4.5-3, Total Project Construction Petroleum Demand – Cancer Center Site. Of note, grading at the Project site would be balanced; and therefore, no haul trucks are required for import or export of soils. The movement of soils onsite would be accomplished with off-road equipment.

**Table 4.5-3. Total Project Construction Petroleum Demand (Gallons) - Cancer Center Site**

Off-Road Equipment (diesel)	Haul Trucks (diesel)	Vendor Trucks (diesel)	Worker Vehicles (gasoline)
<b>Gallons</b>			
8,367	6,185	7,887	9,745

**Source:** See Appendix B for outputs.

In summary, construction associated with the potential future development facilitated by the Project over the construction period is conservatively anticipated to consume 9,745 gallons of gasoline from worker vehicles and 22,440 gallons of diesel for off-road equipment and vendor trucks. In Ventura County, it is estimated that approximately 48 million gallons of petroleum would be consumed from offroad equipment and 292 million gallons from on-road vehicles in 2024 (CARB 2023).

The Project would be subject to CARB’s In-Use Off-Road Diesel Vehicle Regulation that applies to certain off-road diesel engines, vehicles, or equipment greater than 25 horsepower. The regulation (1) imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; (2) requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System) and labeled; (3) restricts the adding of older vehicles into fleets starting on January 1, 2014; and (4) requires fleets to reduce their emissions by retiring, replacing, or repowering older engines or installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). The fleet must either show that its fleet average index was less than or equal to the calculated fleet average target rate, or that the fleet has met the Best Achievable Control Technology requirements. Overall, the Project would not be unusual when compared to overall local and regional demand for energy resources and would not involve characteristics that require equipment that would be less energy-efficient than at comparable construction sites in the region or state.

Additionally, any future development facilitated by the Project would be required to adhere to all federal, State, and local requirements. Considering these requirements, the Project would not result in the inefficient, wasteful, or unnecessary consumption of construction energy. Therefore, impacts would be less than significant, and no mitigation is required.

**Operational Use**

**Electricity**

Project operation would require electricity for multiple purposes including, but not limited to, building heating and cooling, water heating, lighting, appliances, and electronics. Additionally, the supply, conveyance, treatment, and distribution of water would indirectly result in electricity usage. CalEEMod was used to estimate Project emissions from electricity uses (see Appendix B for calculations). Default electricity generation rates in CalEEMod were used based on the proposed land use and climate zone. The increase in electricity demand for the future potential

buildout of the Project's proposed medical office building and other sources, is presented in Table 4.5-4, Project Annual Operational Electricity Demand Summary – Cancer Center Site. Conservatively, the electricity demand identified in Table 4.5-4 does net out the energy generated by photovoltaic panels onsite.

**Table 4.5-4. Project Annual Operational Electricity Demand Summary - Cancer Center Site**

Source	Electricity Demand (kWh/year)
Medical office building	1,032,019
Parking lot	80,0018
Water/wastewater	101,902
<b>Total Project Electricity Demand</b>	<b>1,933,939</b>

**Notes:** Appendix B.  
kWh = kilowatt hours.

As shown in Table 4.5-4, the increase in potential development is estimated to have a total electrical demand of approximately 1,933,939 kilowatt-hours per year. In 2021, the electricity demand was 3,358,873,348 kWh (3,358 GWh) for non-residential uses in Ventura County (CEC 2023a). Title 24 of the California Code of Regulations serves to enhance and regulate California's building standards. The most recent amendments to Title 24, Part 6, referred to as the 2022 standards, became effective on January 1, 2023. The applicable Title 24 standards would further ensure that the energy demands would not be inefficient, wasteful, or otherwise unnecessary.

For the 2020 fiscal year, SCE had an annual electric sale to customers of approximately 85,399,000 megawatt hours (MWh) (SCE 2021). The Project represents approximately 0.001% of the SCE network sales for 2020. In addition, the CEC forecasts that SCE's peak demand in the Project buildout year of 2025, would be approximately 26,192 megawatts (MW) (CEC 2018a). Under peak conditions, the Project would consume a net increase of 1,933 MWh on an annual basis which is equivalent to a peak of 0.2 MW. In comparison to the SCE power grid base peak load of 26,192 MW for 2025, the Project would represent approximately 0.001% of the SCE base peak load conditions. Thus, as per CEQA Guidelines Appendix F, the impacts related to electrical supply and infrastructure capacity and the Project's effect on peak and base period demands would be **less than significant**.

## Natural Gas

Operation of the Cancer Center site would use natural gas for various purposes, including water heating, HVAC, and natural gas appliances. Natural gas consumption associated with operation is based on the CalEEMod outputs presented in Appendix B.

CalEEMod default values for energy consumption for each land use were applied for the Project analysis. The energy use from non-residential land uses is calculated in CalEEMod based on the California Commercial End-Use Survey database. Energy use in buildings (both natural gas and electricity) is divided by the program into end use categories subject to Title 24 requirements (end uses associated with the building envelope, such as the heating, ventilation, and air conditioning [HVAC] system, water heating system, and integrated lighting) and those not subject to Title 24 requirements (such as appliances, electronics, and miscellaneous "plug-in" uses).

The Cancer Center site is estimated to use 1,550,900 kBtu per year. In comparison, the non-residential natural gas consumption in 2021 was 6,703,021,940 kBtu for the County (CEC 2023b). Title 24 of the California Code of

Regulations serves to enhance and regulate California’s building standards. The most recent amendments to Title 24, Part 6, referred to as the 2022 standards, became effective on January 1, 2023.

According to SoCalGas data, natural gas demand has been relatively stable over the past three years ranging from 2,519 million cubic feet (MMcf) per day in 2018 to 2,462 MMcf per day in 2020 (CEC 2018a). Based on the Project’s estimated natural gas consumption, the Project would account for approximately 0.001% of SoCalGas’ 2020 demand by the Project’s buildout year. According to the 2020 California Gas Report, SoCalGas is forecasted to require 854,830 MMcf in the year 2025, the Project’s fully-operational year (California Gas and Electric Utilities 2020). The Project would increase natural gas demand by 1.5 MMcf per year, accounting for approximately 0.0002% of SoCalGas’ projected natural gas demand for the year 2025. Therefore, it is anticipated that SoCalGas’ existing and planned natural gas supplies would be sufficient to support the Project’s demand for natural gas and per CEQA Guidelines Appendix F, would not have a significant effect on local and regional natural gas supplies or require additional capacity. Therefore, impacts related to natural gas would be **less than significant**.

### Petroleum

During operations, the majority of fuel consumption resulting from the Cancer Center site would involve the use of motor vehicles traveling to and from the Project site. Petroleum fuel consumption associated with motor vehicles traveling to and from the Project site is a function of the vehicle miles traveled (VMT) as a result of Project operation. As shown in Appendix B (CalEEMod outputs are discussed in Section 4.2, Air Quality, and Section 4.6, Greenhouse Gas Emissions), the annual VMT attributable to the Project is expected to be 6,265,124 VMT. Countywide, the annual VMT is estimated to be 7,124,549,327 per year in 2025 (CARB 2023). Similar to construction worker and vendor trips, fuel consumption from worker and vendor trips are estimated by converting the total CO<sub>2</sub> emissions from operation of the Project to gallons using the conversion factors for CO<sub>2</sub> to gallons of gasoline or diesel. Based on the annual fleet mix provided in CalEEMod, 93.3% of the fleet range from light-duty to medium-duty vehicles and motorcycles are assumed to be fueled by gasoline. The remaining 6.6% of vehicles represent medium-heavy duty to heavy-duty vehicles and buses and are assumed to run on diesel. The diesel fuel consumption also includes use of the emergency diesel generator. The gasoline consumption also includes fuel used for landscaping equipment. Calculations for annual mobile source fuel consumption are provided in Table 4.5-5, Annual Mobile Source Petroleum Demand – Cancer Center Site.

**Table 4.5-5. Annual Mobile Source Petroleum Demand - Cancer Center Site**

Fuel	Vehicle MT CO <sub>2</sub>	kg/CO <sub>2</sub> /Gallon	Gallons
Gasoline	1,745.23	8.78	198,773.11
Diesel	449.52	10.21	44,027.63
<b>Total</b>			<b>242,800.74</b>

**Source:** Trips and vehicle CO<sub>2</sub> (Appendix B); kg/CO<sub>2</sub>/Gallon (The Climate Registry 2022).

**Note:** MT = metric ton; CO<sub>2</sub> = carbon dioxide; kg = kilogram

As shown in Table 4.5-5, the annual petroleum consumption for the Project is estimated to be approximately 242,801 gallons per year. By comparison, California as a whole consumes approximately 28.7 billion gallons of petroleum per year (EIA 2022c). Countywide total petroleum use by vehicles is expected to be 284 million gallons per year by 2025 (CARB 2023).

With respect to operational transportation-related fuel usage and in relation to CEQA Guidelines Appendix F, enhanced fuel economies realized pursuant to federal and State regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease

future gasoline fuel demands per VMT. Also, the applicant is required to prepare a transportation demand management (TDM) plan in accordance with Article 40 of the City's Municipal Code. The TDM plan will outline strategies to reduce trips and VMT from the project's employees and visitors. The Project would comply with Corporate Average Fuel Economy standards, which would result in more efficient use of transportation fuels (lower consumption). Project-related vehicle trips would also comply with Pavley Standards, which are designed to reduce vehicle GHG emissions by mandating increasingly stringent emissions standards on new vehicles, but would also result in fuel savings from more efficient engines in addition to compliance with Corporate Average Fuel Economy standards. The Project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation, and the impact would be **less than significant**.

## Renewable Energy Potential

As part of the Project's planning process, the City considered how the Project could potentially increase its reliance on renewable energy sources to meet the Project's anticipated energy demand. Consistent with the CEC's definition of eligible renewables, energy sources that were considered for their potential to power the Project include biomass, geothermal, solar, wind, and small hydroelectric facilities.

Given the Project's location and the nature of the Project, there are anticipated considerable site constraints at a parcel level including incompatibility with onsite and surrounding land uses for large scale power generation facilities, unknown interconnection feasibility, compatibility with utility provider systems, and no known water or geothermal resources to harness, that would eliminate the potential for biomass, geothermal, and hydroelectric renewable energy to be installed within the Project area. Regarding wind power, due to the nature of the Project area parcels and surrounding land uses, wind turbines are generally anticipated to not be feasible as it represents an incompatible use due to the height of the wind turbine blades and the need to avoid nearby obstacles.<sup>3</sup>

Regarding solar power, the Cancer Center Project includes a carport equipped with photovoltaic panels to offset energy use on the project site. While not included in the project plans, a battery storage system and additional photovoltaic panels could be installed on the project site in the future if determined to be financially feasible and if the requisite space and orientation of the facilities were available on the Cancer Center site. As additional solar energy system components are unknown, they are not factored into this analysis.

As explained above, the Cancer Center site would use renewable energy onsite as determined to be feasible and would not result in wasteful, inefficient, or unnecessary consumption of energy resources, including electricity, natural gas, or petroleum during Project construction or operation, and impacts would be **less than significant**.

## Janss Road Site

### Construction Use

#### Electricity

Temporary electric power for lighting and electronic equipment, such as computers, may be needed inside temporary construction trailers. The focus within this section is the energy implications of the construction process, specifically the power cost from on-site electricity consumption during construction of the Project. The 2022

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<sup>3</sup> A general rule of thumb is to install a wind turbine on a tower with the bottom of the rotor blades at least 30 feet above anything within a 500-foot horizontal radius and to be sited upwind of buildings and trees (APA 2011, NREL 2015).



National Construction Estimator identifies a typical power cost per 1,000 square feet of construction land area per month of \$2.41, which was used to calculate the Project’s total construction power cost (Pray 2022).

Based on information provided in Section 4.2, Air Quality, construction activities are anticipated to occur over 13 months. As detailed in Table 4.5-6, Construction Power Cost – Janss Road Site, the total electrical cost of the on-site electricity usage during the construction of the Project is estimated to be approximately \$2,533.91 in 2022 dollars.

**Table 4.5-6 Construction Power Cost - Janss Road Site**

Land Use	Power Cost (per 1,000 square feet of construction per month)	Size (1,000 square feet)	Construction Duration (months)	Project Construction Power Cost
Single Family Residential	\$2.41	17.75	13	\$549.84

Source: Pray 2022.

SCE’s general service rate schedule were used to determine the Project’s electrical usage. As of January 1, 2022, SCE’s general service rate is \$0.13 per kWh of electricity for industrial services (SCE n.d.). By dividing the cost in Table 4.5-6 by the SCE rate, the total electricity usage from on-site Project construction related activities is estimated to be approximately 4,230 kWh.

**Table 4.5-7. Construction Electricity Usage - Janss Road Site**

Project Component and Land Use	Cost per kWh	Project Construction Power Cost	Project Construction Electricity Usage (kWh)
Single Family Residential	\$0.13	\$549.84	4,230

Source: SCE n.d.

Note: kWh: kilowatt-hour.

### Natural Gas

Natural gas is not anticipated to be required during Project construction because construction of new buildings and facilities typically do not consume natural gas. Peak energy demand specifically applies to electricity; because natural gas (and petroleum) is liquid, these energy resources do not have the same constraints as electricity supply. Nonetheless, any use of natural gas is anticipated to be sufficiently served by existing supply from SoCalGas and would not require additional local or regional capacity. Any minor amounts of natural gas that may be consumed because of construction would be temporary and negligible and would not have an adverse effect.<sup>4</sup>

### Petroleum

Heavy-duty equipment associated with construction during development allowed for by the Project would rely on diesel fuel, as would vendor trucks involved in delivery of materials to the individual parcels within the Project area and haul trucks exporting demolition material or other materials off site or importing material. Construction workers

<sup>4</sup> While no natural gas is anticipated to be used during construction as construction equipment is typically diesel-fueled, the possibility of natural gas use is acknowledged in the event a natural gas-fueled piece of equipment is used or a natural gas-fueled hot water boiler is used for pipe relining. However, as noted previously, all equipment was assumed to be diesel-fueled in CalEEMod.

would travel to and from each of the parcels within the Project area throughout the duration of construction. Appendix B lists the assumed equipment usage and vehicle trips.

Fuel consumption from construction equipment was estimated by converting the total CO<sub>2</sub> emissions from each construction phase to gallons using the conversion factors for CO<sub>2</sub> to gallons of gasoline or diesel. Construction is estimated to occur in the years 2024–2025 based on the construction phasing schedule. The conversion factor for gasoline is 8.78 kilograms per metric ton CO<sub>2</sub> per gallon, and the conversion factor for diesel is 10.21 kilograms per metric ton CO<sub>2</sub> per gallon (The Climate Registry 2022). The estimated diesel fuel usage from construction equipment, haul trucks, and vendor trucks, as well as estimated gasoline fuel usage from worker vehicles, is shown in Table 4.5-8, Total Project Construction Petroleum Demand – Janss Road Site. Of note, grading at the Project site would be balanced; and therefore, no haul trucks are required for import or export of soils. The movement of soils onsite would be accomplished with off-road equipment.

**Table 4.5-8. Total Project Construction Petroleum Demand (Gallons) - Janss Road Site**

Off-Road Equipment (diesel)	Haul Trucks (diesel)	Vendor Trucks (diesel)	Worker Vehicles (gasoline)
<b>Gallons</b>			
30,830	2,653	1,726	1,118

**Source:** See Appendix B for outputs.

In summary, construction associated with the potential future development facilitated by the Project over the construction period is conservatively anticipated to consume 1,118 gallons of gasoline from worker vehicles and 35,209 gallons of diesel for off-road equipment and vendor trucks. In Ventura County, it is estimated that approximately 48 million gallons of petroleum would be consumed from offroad equipment and 292 million gallons from on-road vehicles in 2024 (CARB 2023).

The Project would be subject to CARB’s In-Use Off-Road Diesel Vehicle Regulation that applies to certain off-road diesel engines, vehicles, or equipment greater than 25 horsepower. The regulation (1) imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; (2) requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System) and labeled; (3) restricts the adding of older vehicles into fleets starting on January 1, 2014; and (4) requires fleets to reduce their emissions by retiring, replacing, or repowering older engines or installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). The fleet must either show that its fleet average index was less than or equal to the calculated fleet average target rate, or that the fleet has met the Best Achievable Control Technology requirements. Overall, the Project would not be unusual when compared to overall local and regional demand for energy resources and would not involve characteristics that require equipment that would be less energy-efficient than at comparable construction sites in the region or state.

Additionally, any future development facilitated by the Project would be required to adhere to all federal, State, and local requirements. Considering these requirements, the Project would not result in the inefficient, wasteful, or unnecessary consumption of construction energy. Therefore, impacts would be less than significant, and no mitigation is required.

## Operational Use

### Electricity

Project operation would require electricity for multiple purposes including, but not limited to, building heating and cooling, water heating, lighting, appliances, and electronics. Additionally, the supply, conveyance, treatment, and distribution of water would indirectly result in electricity usage. CalEEMod was used to estimate Project emissions from electricity uses (see Appendix B for calculations). Default electricity generation rates in CalEEMod were used based on the proposed land use and climate zone. The increase in electricity demand for the future potential buildout of the Janss Road site dwelling units and other sources are presented in Table 4.5-9, Project Annual Operational Electricity Demand Summary – Janss Road Site.

**Table 4.5-9. Project Annual Operational Electricity Demand Summary - Janss Road Site**

Source	Electricity Demand (kWh/year)
Single Family Housing	57,063

**Notes:** Appendix B.  
kWh = kilowatt hours.

As shown in Table 4.5-9, the increase in potential development is estimated to have a total electrical demand of approximately 57,063 kilowatt-hours per year. In 2021, the electricity demand was 1,946,532,035 kWh (1,946 GWh) for residential uses in Ventura County (CEC 2023a). Title 24 of the California Code of Regulations serves to enhance and regulate California’s building standards. The most recent amendments to Title 24, Part 6, referred to as the 2022 standards, became effective on January 1, 2023. The applicable Title 24 standards would further ensure that the energy demands would not be inefficient, wasteful, or otherwise unnecessary.

For the 2020 fiscal year, SCE had an annual electric sale to customers of approximately 85,399,000 MWh (SCE 2021). The Project represents approximately 0.0001% of the SCE network sales for 2020. In addition, the CEC forecasts that SCE’s peak demand in the Project buildout year of 2028, would be approximately 26,192 MW (CEC 2018a). Under peak conditions, the Project would consume a net increase of 57 MWh on an annual basis which is equivalent to a peak of 0.01 MW. In comparison to the SCE power grid base peak load of 26,192 MW for 2028, the Project would represent approximately 0.00004% of the SCE base peak load conditions. Thus, as per CEQA Guidelines Appendix F, the impacts related to electrical supply and infrastructure capacity and the Project’s effect on peak and base period demands would be **less than significant**.

### Natural Gas

Operation of the Janss Road site would use natural gas for various purposes, including water heating, HVAC, and natural gas appliances. Natural gas consumption associated with operation is based on the CalEEMod outputs presented in Appendix B.

CalEEMod default values for energy consumption for each land use were applied for the Project analysis. The energy use from non-residential land uses is calculated in CalEEMod based on the California Commercial End-Use Survey database. Energy use in buildings (both natural gas and electricity) is divided by the program into end use categories subject to Title 24 requirements (end uses associated with the building envelope, such as the heating, ventilation,

and air conditioning [HVAC] system, water heating system, and integrated lighting) and those not subject to Title 24 requirements (such as appliances, electronics, and miscellaneous “plug-in” uses).

The Janss Road site is estimated to use 390,832 kilo British thermal units (kBtu) per year. In comparison, the non-residential natural gas consumption in 2021 was 6,703,021,940 kBtu for the County (CEC 2023b). Title 24 of the California Code of Regulations serves to enhance and regulate California’s building standards. The most recent amendments to Title 24, Part 6, referred to as the 2022 standards, became effective on January 1, 2023.

According to SoCalGas data, natural gas demand has been relatively stable over the past three years ranging from 2,519 MMcf per day in 2018 to 2,462 MMcf per day in 2020 (CEC 2018a). Based on the Project’s estimated natural gas consumption, the Project would account for approximately 0.0001% of SoCalGas’ 2020 demand by the Project’s buildout year. According to the 2020 California Gas Report, SoCalGas is forecasted to require 854,830 MMcf in the year 2028, the Project’s fully-operational year (California Gas and Electric Utilities 2020). The Project would increase natural gas demand by 0.4 MMcf per year, accounting for approximately 0.00005% of SoCalGas’ projected natural gas demand for the year 2028. Therefore, it is anticipated that SoCalGas’ existing and planned natural gas supplies would be sufficient to support the Project’s demand for natural gas and per CEQA Guidelines Appendix F, would not have a significant effect on local and regional natural gas supplies or require additional capacity. Therefore, impacts related to natural gas would be **less than significant**.

### Petroleum

During operations, the majority of fuel consumption resulting from the Janss Road site would involve the use of motor vehicles traveling to and from the Project site. Petroleum fuel consumption associated with motor vehicles traveling to and from the Project site is a function of the VMT as a result of Project operation. As shown in Appendix B (CalEEMod outputs are discussed in Section 4.2, Air Quality, and Section 4.6, Greenhouse Gas Emissions), the annual VMT attributable to the Project is expected to be 295,802 VMT. Countywide, the annual VMT is estimated to be 7,156,107,071 per year in 2028 (CARB 2023). Similar to construction worker and vendor trips, fuel consumption from worker and vendor trips are estimated by converting the total CO<sub>2</sub> emissions from operation of the Project to gallons using the conversion factors for CO<sub>2</sub> to gallons of gasoline or diesel. Based on the annual fleet mix provided in CalEEMod, 93.3% of the fleet range from light-duty to medium-duty vehicles and motorcycles are assumed to be fueled by gasoline. The remaining 6.6% of vehicles represent medium-heavy duty to heavy-duty vehicles and buses and are assumed to run on diesel. The gasoline consumption also includes fuel used for landscaping equipment. Calculations for annual mobile source fuel consumption are provided in Table 4.5-10, Annual Mobile Source Petroleum Demand – Janss Road Site.

**Table 4.5-10. Annual Mobile Source Petroleum Demand - Janss Road Site**

Fuel	Vehicle MT CO <sub>2</sub>	kg/CO <sub>2</sub> /Gallon	Gallons
Gasoline	77.54	8.78	8,831.43
Diesel	18.94	10.21	1,855.05
<b>Total</b>			<b>10,686.48</b>

**Source:** Trips and vehicle CO<sub>2</sub> (Appendix B); kg/CO<sub>2</sub>/Gallon (The Climate Registry 2022).

**Note:** MT = metric ton; CO<sub>2</sub> = carbon dioxide; kg = kilogram

As shown in Table 4.5-10, the annual petroleum consumption for the Project is estimated to be approximately 10,687 gallons per year. By comparison, California as a whole consumes approximately 28.7 billion gallons of petroleum per year (EIA 2022c). Countywide total petroleum use by vehicles is expected to be 266 million gallons per year by 2028 (CARB 2023).

With respect to operational transportation-related fuel usage and in relation to CEQA Guidelines Appendix F, enhanced fuel economies realized pursuant to federal and State regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. The Project would comply with Corporate Average Fuel Economy standards, which would result in more efficient use of transportation fuels (lower consumption). Project-related vehicle trips would also comply with Pavley Standards, which are designed to reduce vehicle GHG emissions by mandating increasingly stringent emissions standards on new vehicles, but would also result in fuel savings from more efficient engines in addition to compliance with Corporate Average Fuel Economy standards. The Project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation, and the impact would be **less than significant**.

### Renewable Energy Potential

As part of the Project's planning process, the City considered how the Project could potentially increase its reliance on renewable energy sources to meet the Project's anticipated energy demand. Consistent with the CEC's definition of eligible renewables, energy sources that were considered for their potential to power the Project include biomass, geothermal, solar, wind, and small hydroelectric facilities.

Given the Project's location and the nature of the Project, there are anticipated considerable site constraints at a parcel level including incompatibility with onsite and surrounding land uses for large scale power generation facilities, unknown interconnection feasibility, compatibility with utility provider systems, and no known water or geothermal resources to harness, that would eliminate the potential for biomass, geothermal, and hydroelectric renewable energy to be installed within the Project area. Regarding wind power, due to the nature of the Project area parcels and surrounding land uses, wind turbines are generally anticipated to not be feasible as it represents an incompatible use due to the height of the wind turbine blades and the need to avoid nearby obstacles.<sup>5</sup>

Regarding solar power, the future Project would include solar power as required by Title 24. In addition, the potential for installation of battery storage, if determined to be a feasible and compatible land use of the site, could also be provided, but is unknown at this time of the scale and level of adoption.

As explained above, the Janss Road site would not result in wasteful, inefficient, or unnecessary consumption of energy resources, including electricity, natural gas, or petroleum during Project construction or operation, and impacts would be **less than significant**.

#### ***B) Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?***

##### Cancer Center Site

### Construction

**Less-than-Significant Impact.** The Project would utilize construction contractors who must demonstrate compliance with applicable regulations. Construction equipment would be required to comply with federal, state, and regional requirements where applicable. Construction equipment would be certified to EPA Tier 4 Final. With respect to truck fleet operators, USEPA and NHSTA have adopted fuel-efficiency standards for medium- and heavy-duty trucks that will be phased in over time. Phase 1 heavy-duty truck standards apply to combination tractors, heavy-duty pickup trucks

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<sup>5</sup> A general rule of thumb is to install a wind turbine on a tower with the bottom of the rotor blades at least 30 feet above anything within a 500-foot horizontal radius and to be sited upwind of buildings and trees (APA 2011, NREL 2015).

and vans, and vocational vehicles for model years 2014 through 2018 and result in a reduction in fuel consumption from 6 to 23 percent over the 2010 baseline, depending on the vehicle type (USEPA 2011). USEPA and NHTSA also adopted the Phase 2 heavy-duty truck standards, which cover model years 2021 through 2027 and require the phase-in of a 5 to 25 percent reduction in fuel consumption over the 2017 baseline depending on the compliance year and vehicle type (EPA 2016). The energy modeling for trucks does not take into account specific fuel reductions from these regulations, since they would apply to fleets as they incorporate newer trucks meeting the regulatory standards; however, these regulations would have an overall beneficial effect on reducing fuel consumption from trucks over time as older trucks are replaced with newer models that meet the standards.

In addition, construction equipment and trucks are required to comply with CARB regulations regarding heavy-duty truck idling limits of 5 minutes per occurrence. Off-road emissions standards would increase equipment efficiencies as they are phased-in over time and less-efficient equipment is phased out of construction fleets. These limitations would result in an increase in energy savings in the form of reduced fuel consumption from more fuel-efficient engines. Although these requirements are intended to reduce criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in the efficient use of construction-related energy. Thus, based on the information above, construction and operation of the Project would comply with state or local plans for renewable energy or energy efficiency.

Per CEQA Guidelines Appendix F, the Project's construction equipment used would be consistent with the energy standards applicable to construction equipment including limiting idling fuel consumption and using contractors that comply with applicable CARB regulatory standards that affect energy efficiency. Therefore, the Cancer Center site would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency regarding during Project construction, and impacts would be **less than significant**.

### Operation

**Less-than-Significant Impact.** In 2021, the City published the City of Thousand Oaks Community Energy Plan. The measures to reduce energy in the City include providing outreach to residents and businesses as well as adopt local building codes. The plan also sets a goal for creating financial programs for investments in renewable energy. The goals within the plan apply to the City and not projects directly. However, the City would provide outreach to the Project during the permitting phase. The City Council elected to join the Clean Power Alliance and have the default option for customers set at 100% renewable energy. The Cancer Center site has not elected an electricity provider or option at this time but would be included in the default once operational.

Title 24 of the California Code of Regulations contains energy efficiency standards for residential and non-residential buildings based on a state mandate to reduce California's energy demand. Specifically, Title 24 addresses a number of energy efficiency measures that impact energy used for lighting, water heating, heating, and air conditioning, including the energy impact of the building envelope such as windows, doors, skylights, wall/floor/ceiling assemblies, attics, and roofs. Compliance with the County's Green Building code will also reduce energy use in new operational residential and non-residential buildings at the Project site.

Part 6 of Title 24 specifically establishes energy efficiency standards for residential and non-residential buildings constructed in the State of California in order to reduce energy demand and consumption. The Project would comply with Title 24, Part 6, per state regulations. In accordance with Title 24 Part 6, the Project would have: (a) sensor-based lighting controls—for fixtures located near windows, the lighting would be adjusted by taking advantage of available natural light; and (b) efficient process equipment—improved technology offers significant savings through more efficient processing equipment. Title 24, Part 11, contains voluntary and mandatory energy measures that

are applicable to the Project under the CALGreen Code. As discussed under Threshold 1, the Project would result in an increased demand for electricity, natural gas, and petroleum. In accordance with Title 24, Part 11, mandatory compliance, the applicant would have: (b) mandatory inspections of energy systems to ensure optimal working efficiency and (d) a 20% reduction in indoor water use. Compliance with all of these mandatory measures would decrease the consumption of electricity, natural gas, and petroleum.

Consistent with the 2022 Title 24 Building Energy Efficiency standards and CALGreen Code, the Project will have alternative fueled vehicle spaces available and pre-wiring for electric vehicle charging stations, which will make it easier for residents to adopt electric vehicles. Because the Project would comply with Title 24, Part 6 and Part 11, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be **less than significant**.

## Janss Road Site

### Construction

**Less-than-Significant Impact.** The Project would utilize construction contractors who must demonstrate compliance with applicable regulations. Construction equipment would be required to comply with federal, state, and regional requirements where applicable. Construction equipment would be certified to EPA Tier 4 Final. With respect to truck fleet operators, USEPA and NHSTA have adopted fuel-efficiency standards for medium- and heavy-duty trucks that will be phased in over time. Phase 1 heavy-duty truck standards apply to combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles for model years 2014 through 2018 and result in a reduction in fuel consumption from 6 to 23 percent over the 2010 baseline, depending on the vehicle type (USEPA 2011). USEPA and NHTSA also adopted the Phase 2 heavy-duty truck standards, which cover model years 2021 through 2027 and require the phase-in of a 5 to 25 percent reduction in fuel consumption over the 2017 baseline depending on the compliance year and vehicle type (USEPA 2016). The energy modeling for trucks does not take into account specific fuel reductions from these regulations, since they would apply to fleets as they incorporate newer trucks meeting the regulatory standards; however, these regulations would have an overall beneficial effect on reducing fuel consumption from trucks over time as older trucks are replaced with newer models that meet the standards.

In addition, construction equipment and trucks are required to comply with CARB regulations regarding heavy-duty truck idling limits of 5 minutes per occurrence. Off-road emissions standards would increase equipment efficiencies as they are phased-in over time and less-efficient equipment is phased out of construction fleets. These limitations would result in an increase in energy savings in the form of reduced fuel consumption from more fuel-efficient engines. Although these requirements are intended to reduce criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in the efficient use of construction-related energy. Thus, based on the information above, construction and operation of the Project would comply with state or local plans for renewable energy or energy efficiency.

Per CEQA Guidelines Appendix F, the Project's construction equipment used would be consistent with the energy standards applicable to construction equipment including limiting idling fuel consumption and using contractors that comply with applicable CARB regulatory standards that affect energy efficiency. Therefore, the Janss Road site would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency regarding during Project construction, and impacts would be **less than significant**.

## Operation

**Less-than-Significant Impact.** In 2021, the City published the City of Thousand Oaks Community Energy Plan. The measures to reduce energy in the City include providing outreach to residents and businesses as well as adopt local building codes. The plan also sets a goal for creating financial programs for investments in renewable energy. The goals within the plan apply to the City and not projects directly. However, the City would provide outreach to the Project during the permitting phase. The City Council elected to join the Clean Power Alliance and have the default option for customers set at 100% renewable energy. The Janss Road site has not elected an electricity provider or option at this time but would be included in the default once operational.

Title 24 of the California Code of Regulations contains energy efficiency standards for residential and non-residential buildings based on a state mandate to reduce California's energy demand. Specifically, Title 24 addresses a number of energy efficiency measures that impact energy used for lighting, water heating, heating, and air conditioning, including the energy impact of the building envelope such as windows, doors, skylights, wall/floor/ceiling assemblies, attics, and roofs. Compliance with the County's Green Building code will also reduce energy use in new operational residential and non-residential buildings at the Project site.

Part 6 of Title 24 specifically establishes energy efficiency standards for residential and non-residential buildings constructed in the State of California in order to reduce energy demand and consumption. The Project would comply with Title 24, Part 6, per state regulations. In accordance with Title 24 Part 6, the Project would have: (a) sensor-based lighting controls—for fixtures located near windows, the lighting would be adjusted by taking advantage of available natural light; and (b) efficient process equipment—improved technology offers significant savings through more efficient processing equipment. Title 24, Part 11, contains voluntary and mandatory energy measures that are applicable to the Project under the CALGreen Code. As discussed under Threshold 1, the Project would result in an increased demand for electricity, natural gas, and petroleum. In accordance with Title 24, Part 11, mandatory compliance, the applicant would have: (b) mandatory inspections of energy systems to ensure optimal working efficiency and (d) a 20% reduction in indoor water use. Compliance with all of these mandatory measures would decrease the consumption of electricity, natural gas, and petroleum.

Consistent with the 2022 Title 24 Building Energy Efficiency standards and CALGreen Code, the Project will have alternative fueled vehicle spaces available and pre-wiring for electric vehicle charging stations, which will make it easier for residents to adopt electric vehicles. The Janss Road site would include solar as required by Title 24, Part 11. Because the Project would comply with Title 24, Part 6 and Part 11, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be **less than significant**.

### 4.5.5 Mitigation Measures and Level of Significance After Mitigation

***A) Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?***

Impacts would be less than significant. No mitigation is required.

***B) Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?***

Impacts would be less than significant. No mitigation is required.



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## 4.6 Greenhouse Gas Emissions

This section describes the existing greenhouse gas (GHG) conditions of the Los Robles Comprehensive Cancer Center (Cancer Center site) and the 355 West Janss Road Site General Plan Amendment and Zone Change (Janss Road Site) (collectively the “Project”) site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the Project.

In addition to the documents incorporated by reference (see Section 2.7 of Chapter 2 of this Environmental Impact Report [EIR]), the following analysis is based, in part, on the following sources:

- Air Quality and Greenhouse Gas Emissions Technical Report, prepared by Dudek in October 2023 (Appendix B)

Other sources consulted are listed in Section 4.6.6, References Cited.

### 4.6.1 Existing Conditions

#### 4.6.1.1 Environmental Setting

##### Climate Change Overview

Climate change refers to any significant change in measures of climate, such as temperature, precipitation, or wind patterns, lasting for an extended period of time (i.e., decades or longer). The Earth’s temperature depends on the balance between energy entering and leaving the planet’s system. Many factors, both natural and human, can cause changes in Earth’s energy balance, including variations in the sun’s energy reaching Earth, changes in the reflectivity of Earth’s atmosphere and surface, and changes in the greenhouse effect, which affects the amount of heat retained by Earth’s atmosphere (EPA 2017a).

The greenhouse effect is the trapping and build-up of heat in the atmosphere (troposphere) near the Earth’s surface. The greenhouse effect traps heat in the troposphere through a threefold process as follows: short-wave radiation emitted by the sun is absorbed by the Earth, the Earth emits a portion of this energy in the form of long-wave radiation, and GHGs in the upper atmosphere absorb this long-wave radiation and emit it into space and toward the Earth. The greenhouse effect is a natural process that contributes to regulating the Earth’s temperature and creates a pleasant, livable environment on the Earth. Human activities that emit additional GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth’s surface temperature to rise.

The scientific record of the Earth’s climate shows that the climate system varies naturally over a wide range of time scales and that, in general, climate changes prior to the Industrial Revolution in the 1700s can be explained by natural causes such as changes in solar energy, volcanic eruptions, and natural changes in GHG concentrations. Recent climate changes, in particular the warming observed over the past century, however, cannot be explained by natural causes alone. Rather, it is extremely likely that human activities have been the dominant cause of that warming since the mid-twentieth century and are the most significant driver of observed climate change (IPCC 2013; EPA 2017a). Human influence on the climate system is evident from the increasing GHG concentrations in the atmosphere, positive radiative forcing, observed warming, and improved understanding of the climate system (IPCC 2013). The atmospheric concentrations of GHGs have increased to levels unprecedented in the last 800,000 years, primarily from fossil fuel emissions and secondarily from emissions associated with land use changes (IPCC

2013). Continued emissions of GHGs will cause further warming and changes in all components of the climate system, which is discussed further in Section 4.6.1.4, Potential Effects of Climate Change.

### 4.6.1.2 Greenhouse Gases

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in California Health and Safety Code, Section 38505(g), for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF<sub>6</sub>), and nitrogen trifluoride (NF<sub>3</sub>). (See also CEQA Guidelines, Section 15364.5.) Some GHGs, such as CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O, occur naturally and are emitted into the atmosphere through natural processes and human activities. Of these gases, CO<sub>2</sub> and CH<sub>4</sub> are emitted in the greatest quantities from human activities. Manufactured GHGs, which have a much greater heat-absorption potential than CO<sub>2</sub>, include fluorinated gases, such as HFCs, PFCs, and SF<sub>6</sub>, which are associated with certain industrial products and processes. The following paragraphs provide a summary of the most common GHGs and their sources.<sup>1</sup>

**Carbon Dioxide.** CO<sub>2</sub> is a naturally occurring gas and a byproduct of human activities and is the principal anthropogenic GHG that affects the Earth's radiative balance. Natural sources of CO<sub>2</sub> include respiration of bacteria, plants, animals, and fungus; evaporation from oceans; volcanic out-gassing; and decomposition of dead organic matter. Human activities that generate CO<sub>2</sub> include the combustion of fuels such as coal, oil, natural gas, and wood and changes in land use.

**Methane.** CH<sub>4</sub> is produced through both natural and human activities. CH<sub>4</sub> is a flammable gas and is the main component of natural gas. Methane is produced through anaerobic (without oxygen) decomposition of waste in landfills, flooded rice fields, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, and incomplete fossil fuel combustion.

**Nitrous Oxide.** N<sub>2</sub>O is produced through natural and human activities, mainly through agricultural activities and natural biological processes, although fuel burning and other processes also create N<sub>2</sub>O. Sources of N<sub>2</sub>O include soil cultivation practices (microbial processes in soil and water), especially the use of commercial and organic fertilizers; manure management; industrial processes (such as in nitric acid production, nylon production, and fossil-fuel-fired power plants); vehicle emissions; and use of N<sub>2</sub>O as a propellant (e.g., rockets, racecars, and aerosol sprays).

**Fluorinated Gases.** Fluorinated gases (also referred to as F-gases) are synthetic powerful GHGs emitted from many industrial processes. Fluorinated gases are commonly used as substitutes for stratospheric ozone-depleting substances (e.g., chlorofluorocarbons [CFCs], HCFCs], and halons). The most prevalent fluorinated gases include the following:

- **Hydrofluorocarbons:** HFCs are compounds containing only hydrogen, fluorine, and carbon atoms. HFCs are synthetic chemicals used as alternatives to O<sub>3</sub>-depleting substances in serving many industrial, commercial, and personal needs. HFCs are emitted as byproducts of industrial processes and are used in manufacturing.
- **Perfluorocarbons:** PFCs are a group of human-made chemicals composed of carbon and fluorine only. These chemicals were introduced as alternatives, with HFCs, to the O<sub>3</sub>-depleting substances. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing. Since PFCs have

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<sup>1</sup> The descriptions of GHGs are summarized from the Intergovernmental Panel on Climate Change (IPCC) Second Assessment Report (1995), IPCC Fourth Assessment Report (2007), CARB's Glossary of Air Pollution Terms (2016a), and EPA's Glossary of Climate Change Terms (2016b).

stable molecular structures and do not break down through the chemical processes in the lower atmosphere, these chemicals have long lifetimes, ranging between 10,000 and 50,000 years.

- **Sulfur Hexafluoride:** SF<sub>6</sub> is a colorless gas soluble in alcohol and ether and slightly soluble in water. SF<sub>6</sub> is used for insulation in electric power transmission and distribution equipment, semiconductor manufacturing, the magnesium industry, and as a tracer gas for leak detection.
- **Nitrogen Trifluoride:** Nitrogen trifluoride is used in the manufacture of a variety of electronics, including semiconductors and flat panel displays.

**Chlorofluorocarbons.** CFCs are synthetic chemicals that have been used as cleaning solvents, refrigerants, and aerosol propellants. CFCs are chemically unreactive in the lower atmosphere (troposphere) and the production of CFCs was prohibited in 1987 due to the chemical destruction of stratospheric O<sub>3</sub>.

**Hydrochlorofluorocarbons.** HCFCs are a large group of compounds whose structure is very close to that of CFCs—containing hydrogen, fluorine, chlorine, and carbon atoms—but including one or more hydrogen atoms. Like HFCs, HCFCs are used in refrigerants and propellants. HCFCs were also used in place of CFCs for some applications; however, their use in general is being phased out.

**Black Carbon.** Black carbon is a component of fine particulate matter, which has been identified as a leading environmental risk factor for premature death. It is produced from the incomplete combustion of fossil fuels and biomass burning, particularly from older diesel engines and forest fires. Black carbon warms the atmosphere by absorbing solar radiation, influences cloud formation, and darkens the surface of snow and ice, which accelerates heat absorption and melting. Black carbon is a short-lived species that varies spatially, which makes it difficult to quantify its global warming potential. Diesel particulate matter (DPM) emissions are a major source of black carbon and are toxic air contaminants (TACs) that have been regulated and controlled in California for several decades to protect public health. In relation to declining DPM from the California Air Resources Board's (CARB) regulations pertaining to diesel engines, diesel fuels, and burning activities, CARB estimates that annual black carbon emissions in California have reduced by 41% between 2000 and 2013 and 57% by 2020, and will reduce by 61% by 2030 (CARB 2015).

**Water Vapor.** The primary source of water vapor is evaporation from the ocean, with additional vapor generated by sublimation (change from solid to gas) from ice and snow, evaporation from other water bodies, and transpiration from plant leaves. Water vapor is the most important, abundant, and variable GHG in the atmosphere and maintains a climate necessary for life.

**Ozone.** Tropospheric O<sub>3</sub>, which is created by photochemical reactions involving gases from both natural sources and human activities, acts as a GHG. Stratospheric O<sub>3</sub>, which is created by the interaction between solar ultraviolet radiation and molecular oxygen (O<sub>2</sub>), plays a decisive role in the stratospheric radiative balance. Depletion of stratospheric O<sub>3</sub>, due to chemical reactions that may be enhanced by climate change, results in an increased ground-level flux of ultraviolet-B radiation.

**Aerosols.** Aerosols are suspensions of particulate matter in a gas emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light.

### 4.6.1.3 Global Warming Potential

Gases in the atmosphere can contribute to climate change both directly and indirectly. Direct effects occur when the gas itself absorbs radiation. Indirect radiative forcing occurs when chemical transformations of the substance produce other GHGs, when a gas influences the atmospheric lifetimes of other gases, and/or when a gas affects atmospheric processes that alter the radiative balance of the Earth (e.g., affect cloud formation or albedo) (EPA 2016). The Intergovernmental Panel on Climate Change developed the global warming potential (GWP) concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP of a GHG is defined as the ratio of the time-integrated radiative forcing from the instantaneous release of 1 kilogram of a trace substance relative to that of 1 kilogram of a reference gas (IPCC 2014). The reference gas used is CO<sub>2</sub>; therefore, GWP-weighted emissions are measured in metric tons (MT) of CO<sub>2</sub> equivalent (CO<sub>2</sub>e).

The current version of CalEEMod (version 2022) assumes that the GWP for CH<sub>4</sub> is 25 (so emissions of 1 MT of CH<sub>4</sub> are equivalent to emissions of 25 MT of CO<sub>2</sub>), and the GWP for N<sub>2</sub>O is 298, based on the Intergovernmental Panel on Climate Change Fourth Assessment Report (IPCC 2007). The GWP values identified in CalEEMod were applied to the Project.

### 4.6.1.4 Greenhouse Gas Inventories and Climate Change Conditions

#### Sources of Greenhouse Gas Emissions

Anthropogenic GHG emissions worldwide in 2020 (the most recent year for which data is available) totaled approximately 49,800 million metric tons (MMT) of CO<sub>2</sub>e, excluding land use change and forestry (PBL 2022). The top six GHG emitters include China, the United States, the Russian Federation, India, Japan, and the European Union, which accounted for approximately 60% of the total global emissions, or approximately 30,270 MMT CO<sub>2</sub>e (PBL 2022). Table 4.6-1 presents the top GHG-emissions-producing countries.

**Table 4.6-1. Six Top GHG Producer Countries**

Emitting Countries	2020 GHG Emissions (MMT CO <sub>2</sub> e) <sup>a,b</sup>
China	14,300
United States	5,640
European Union	3,440
India	3,520
Russian Federation	2,210
Japan	1,160
<b>Total</b>	<b>30,270</b>

Source: PBL 2022.

Notes: GHG = greenhouse gas; MMT CO<sub>2</sub>e = million metric tons of carbon dioxide equivalent.

<sup>a</sup> Column may not add due to rounding.

<sup>b</sup> GHG emissions do not include land use change and forestry-related GHG emissions.

Per the U.S. Environmental Protection Agency (EPA) Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990 to 2020 (EPA 2022), total U.S. GHG emissions were approximately 5,981.4 MMT CO<sub>2</sub>e in 2020 (EPA 2022). The primary GHG emitted by human activities in the United States was CO<sub>2</sub>, which represented approximately 78.8% of total GHG emissions (4,715.7 MMT CO<sub>2</sub>e). The largest source of CO<sub>2</sub>, and of overall GHG emissions, was fossil-fuel combustion, which accounted for approximately 92.1% of CO<sub>2</sub> emissions in 2020 (4,343 MMT CO<sub>2</sub>). Relative to 1990, gross U.S. GHG emissions in 2020 were 7.3% lower, down from the high of 15.7% above 1990 levels in



2007. GHG emissions decreased from 2019 to 2020 by 9.0% (590.4 MMT CO<sub>2</sub>e) and overall, net emissions (including sinks) decreased 10.6% from 2019 to 2020 and 21.4% from 2005 levels (EPA 2022).

According to California's 2000–2020 GHG emissions inventory (2022 edition), California emitted approximately 369.2 MMT CO<sub>2</sub>e in 2020, including emissions resulting from out-of-state electrical generation (CARB 2022). The sources of GHG emissions in California include transportation, industry, electric power production from both in-state and out-of-state sources, residential and commercial activities, agriculture, high-GWP substances, and recycling and waste. Table 4.6-2 presents California GHG emission source categories and their relative contributions to the emissions inventory in 2020.

Between 2000 and 2019, per-capita GHG emissions in California have dropped from a peak of 14.0 MT per person in 2001 to 10.5 MT per person in 2019, representing an approximate 25% decrease. In addition, total GHG emissions in 2019 were approximately 7 MMT CO<sub>2</sub>e lower than 2018 emissions (CARB 2022).

**Table 4.6-2. GHG Emissions Sources in California**

Source Category	Annual GHG Emissions (MMT CO <sub>2</sub> e)	Percent of Total <sup>a</sup>
Transportation	136.60	37%
Industrial uses	73.84	20%
Electricity generation <sup>b</sup>	59.07	16%
Residential and commercial uses	36.92	10%
Agriculture and Forestry	33.22	9%
High GWP substances	22.15	6%
Recycling and waste	7.38	2%
<b>Total</b>	<b>369.2</b>	<b>100%</b>

**Source:** CARB 2022.

**Notes:** GHG = greenhouse gas; MMT CO<sub>2</sub>e = million metric tons of carbon dioxide equivalent; GWP = global warming potential.

<sup>a</sup> Column may not add due to rounding.

<sup>b</sup> Includes emissions associated with imported electricity, which account for 18.46 MT CO<sub>2</sub>e.

## Potential Effects of Climate Change

In California, climate change impacts have the potential to affect sea-level rise, agriculture, snowpack and water supply, forestry, wildfire risk, public health, and electricity demand and supply. The primary effect of global climate change has been a rise in average global tropospheric temperature. Reflecting the long-term warming trend since pre-industrial times, observed mean surface temperature for the decade 2006–2015 was 0.87°C (likely between 0.75°C and 0.99°C) higher than the average over the 1850–1900 period (IPCC 2018). Scientific modeling predicts that continued emissions of GHGs at or above current rates would induce more extreme climate changes during the twenty-first century than were observed during the twentieth century. Human activities are estimated to have caused approximately 1.0°C (1.8°F) of global warming above pre-industrial levels, with a likely range of 0.8°C to 1.2°C (1.4°F to 2.2°F) (IPCC 2018). Global warming is likely to reach 1.5°C (2.7°F) between 2030 and 2052 if it continues to increase at the current rate (IPCC 2018).

Although climate change is driven by global atmospheric conditions, climate change impacts are felt locally. A scientific consensus confirms that climate change is already affecting California. The Office of Environmental Health Hazard Assessment identified various indicators of climate change in California, which are scientifically based measurements that track trends in various aspects of climate change. Many indicators reveal discernible evidence that climate change is occurring in California and is having significant, measurable impacts in the state. Changes

in the state's climate have been observed, including an increase in annual average air temperature with record warmth from 2012 to 2016, more frequent extreme heat events, more extreme drought, a decline in winter chill, an increase in cooling degree days and a decrease in heating degree days, and an increase in variability of statewide precipitation (OEHHA 2018).

Warming temperatures and changing precipitation patterns have altered California's physical systems—the ocean, lakes, rivers and snowpack—upon which the state depends. Winter snowpack and spring snowmelt runoff from the Sierra Nevada and southern Cascade Mountains provide approximately one-third of the state's annual water supply. Impacts of climate on physical systems have been observed, such as high variability of snow-water content (i.e., amount of water stored in snowpack), decrease in snowmelt runoff, glacier change (loss in area), rise in sea levels, increase in average lake water temperature and coastal ocean temperature, and a decrease in dissolved oxygen in coastal waters (OEHHA 2018).

Impacts of climate change on biological systems, including humans, wildlife, and vegetation, have also been observed, including climate change impacts on terrestrial, marine, and freshwater ecosystems. As with global observations, species responses include those consistent with warming: elevational or latitudinal shifts in range, changes in the timing of key plant and animal life cycle events, and changes in the abundance of species and in community composition. Humans are better able to adapt to a changing climate than plants and animals in natural ecosystems. Nevertheless, climate change poses a threat to public health, as warming temperatures and changes in precipitation can affect vector-borne pathogen transmission and disease patterns in California, as well as the variability of heat-related deaths and illnesses. In addition, since 1950, the area burned by wildfires each year has been increasing.

The California Natural Resources Agency has released four California Climate Change Assessments (2006, 2009, 2012, and 2018), which have addressed the following: acceleration of warming across the state, more intense and frequent heat waves, greater riverine flows, accelerating sea level rise, more intense and frequent drought, more severe and frequent wildfires, more severe storms and extreme weather events, shrinking snowpack and less overall precipitation, and ocean acidification, hypoxia, and warming. To address local and regional governments' need for information to support action in their communities, the Fourth Assessment (CNRA 2018) includes reports for nine regions of the state, including the Los Angeles Region, where the Project is located. Key projected climate changes for the Los Angeles Region include the following (CNRA 2018):

- Continued future warming over the Los Angeles region. Across the region, average maximum temperatures are projected to increase around 4 °F to 5 °F by the mid-century, and 5 °F to 8 °F by the late-century.
- Extreme temperatures are also expected to increase. The hottest day of the year may be up to 10 °F warmer for many locations across the Los Angeles region by the late-century under certain model scenarios. The number of extremely hot days is also expected to increase across the region.
- Despite small changes in average precipitation, dry and wet extremes are both expected to increase. By the late 21st century, the wettest day of the year is expected to increase across most of the Los Angeles region, with some locations experiencing 25% to 30% increases under certain model scenarios. Increased frequency and severity of atmospheric river events are also projected to occur for this region.
- Sea levels are projected to continue to rise in the future, but there is a large range based on emissions scenario and uncertainty in feedbacks in the climate system. Roughly 1 foot to 2 feet of sea level rise is projected by the mid-century, and the most extreme projections lead to 8 feet to 10 feet of sea level rise by the end of the century.

- Projections indicate that wildfire may increase over Southern California, but there remains uncertainty in quantifying future changes of burned area over the Los Angeles region.

**Agriculture.** Some of the specific challenges faced by the agricultural sector and farmers include more drastic and unpredictable precipitation and weather patterns; extreme weather events that range from severe flooding to extreme drought, to destructive storm events; significant shifts in water availability and water quality; changes in pollinator lifecycles; temperature fluctuations, including extreme heat stress and decreased chill hours; increased risks from invasive species and weeds, agricultural pests, and plant diseases; and disruptions to the transportation and energy infrastructure supporting agricultural production.

**Biodiversity and Habitat.** Specific climate change challenges to biodiversity and habitat include species migration in response to climatic changes, range shift and novel combinations of species; pathogens, parasites, and disease; invasive species; extinction risks; changes in the timing of seasonal life-cycle events; food web disruptions; threshold effects (i.e., a change in the ecosystem that results in a “tipping point” beyond which irreversible damage or loss has occurred).

**Energy.** Specific climate change challenges for the energy sector include temperature, fluctuating precipitation patterns, increasing extreme weather events, and sea-level rise.

**Forestry.** The most significant climate change related risk to forests is accelerated risk of wildfire and more frequent and severe droughts. Droughts have resulted in more large-scale mortalities and combined with increasing temperatures have led to an overall increase in wildfire risks. Increased wildfire intensity subsequently increases public safety risks, property damage, fire suppression and emergency response costs, watershed and water quality impacts, and vegetation conversions.

**Ocean and Coastal Ecosystems and Resources.** Sea-level rise, changing ocean conditions, and other climate change stressors are likely to exacerbate long-standing challenges related to ocean and coastal ecosystems in addition to threatening people and infrastructure located along the California coastline and in coastal communities. Sea-level rise, in addition to more frequent and severe coastal storms and erosion, are threatening vital infrastructure such as roads, bridges, power plants, ports and airports, gasoline pipes, and emergency facilities, as well as negatively impacting the coastal recreational assets such as beaches and tidal wetlands.

**Public Health.** Climate change can impact public health through various environmental changes and is the largest threat to human health in the twenty-first century. Changes in precipitation patterns affect public health primarily through potential for altered water supplies and extreme events such as heat, floods, droughts, and wildfires. Increased frequency, intensity, and duration of extreme heat and heat waves are likely to increase the risk of mortality due to heat-related illness, as well as exacerbate existing chronic health conditions. Other extreme weather events are likely to negatively impact air quality and increase or intensify respiratory illness, such as asthma and allergies.

**Transportation.** Although the transportation industry is a source of GHG emissions, it is also vulnerable to climate change risks. Increasing temperatures and extended periods of extreme heat threaten the integrity of the roadways and rail lines. High temperatures cause the road surfaces to expand, which leads to increased pressure and pavement buckling. High temperatures can also cause rail breakages, which could lead to train derailment. Other forms of extreme weather events, such as extreme storm events, can negatively impact infrastructure, which can impair movement of people and goods or potentially block evacuation routes and emergency access roads. Increased wildfires, flooding, erosion risks, landslides, mudslides, and rockslides can all profoundly impact the transportation system and pose a serious risk to public safety.

**Water.** Climate change could seriously impact the timing, form, and amount of precipitation; runoff patterns; and frequency and severity of precipitation events. Higher temperatures reduce the amount of snowpack and lead to earlier snowmelt, which can impact water supply availability, natural ecosystems, and winter recreation. Water supply availability during the intense dry summer months is heavily dependent on the snowpack accumulated during the wintertime. Increased risk of flooding has a variety of public health concerns, including water quality, public safety, property damage, displacement, and post-disaster mental health problems. Prolonged and intensified droughts can also negatively groundwater reserves and result in increased overdraft and subsidence. The higher risk of wildfires can lead to increased erosion, which can negatively impact watersheds and result in poor water quality.

## 4.6.2 Relevant Plans, Policies, and Ordinances

### Federal

#### West Virginia et al. v. U.S. Environmental Protection Agency

On June 30, 2022, the Supreme Court issued its opinion in *West Virginia v. U.S. Environmental Protection Agency*, invalidating the 2015 Obama-era Clean Power Plan. The ruling held that Section 111(d) of the Clean Air Act does not authorize EPA to devise emissions caps based on “generation shifting”—the approach EPA took in the Clean Power Plan wherein power plants would be required to transition from higher-emitting (e.g., coal) to lower-emitting (e.g., natural-gas) to then even lower-emitting (e.g., wind and solar) electricity production. The Obama administration promulgated the Clean Power Plan to establish limits on CO<sub>2</sub> emissions from power plants, creating a scheme geared toward shifting the generation of electricity from steam-generating units to natural gas-fired units and from fossil-fuel fired units to renewable energy sources. The Supreme Court’s ruling will constrain EPA’s ability to regulate carbon emissions from the power sector by agency rulemaking; the court’s assertion of the major questions doctrine will have a lasting impact on the administrative state.

#### Massachusetts v. U.S. Environmental Protection Agency

On April 2, 2007, in *Massachusetts v. U.S. Environmental Protection Agency*, the U.S. Supreme Court ruled that CO<sub>2</sub> was a pollutant and directed the EPA administrator to determine whether GHG emissions from new motor vehicles cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. In making these decisions, the EPA administrator is required to follow the language of Section 202(a) of the Clean Air Act. On December 7, 2009, the administrator signed a final rule with two distinct findings regarding GHGs under Section 202(a) of the Clean Air Act:

- The elevated concentrations of GHGs—CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, hydrofluorocarbons, perfluorocarbons, and SF<sub>6</sub>—in the atmosphere threaten the public health and welfare of current and future generations. This is referred to as the “endangerment finding.”
- The combined emissions of GHGs—CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, and hydrofluorocarbons—from new motor vehicles and new motor vehicle engines contribute to the GHG air pollution that endangers public health and welfare. This is referred to as the “cause or contribute finding.”

These two findings were necessary to establish the foundation for regulation of GHGs from new motor vehicles as air pollutants under the Clean Air Act.

## Energy Independence and Security Act

On December 19, 2007, President George W. Bush signed the Energy Independence and Security Act of 2007. Among other key measures, the act would do the following to aid in the reduction of national GHG emissions:

1. Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel by 2022.
2. Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
3. Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

## U.S. Environmental Protection Agency and National Highway Traffic Safety Administration Joint Final Rule for Vehicle standards

In response to the U.S. Supreme Court ruling discussed above, the Bush administration issued Executive Order (EO) 13432 in 2007 directing EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016 (75 FR 25324–25728).

In 2010, President Obama issued a memorandum directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO<sub>2</sub> in model year 2025 on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021 (77 FR 62624–63200). On January 12, 2017, EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks (EPA 2017b).

In August 2016, EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO<sub>2</sub> emissions by approximately 1.1 billion MT and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program (EPA and NHTSA 2016).

In August 2018, EPA and NHTSA proposed to amend certain fuel economy and GHG standards for passenger cars and light trucks and establish new standards for model years 2021 through 2026. Compared to maintaining the post-2020 standards now in place, the 2018 proposal would increase U.S. fuel consumption by about half a million barrels per day (2%–3% of total daily consumption, according to the Energy Information Administration) and would impact the global climate by 3/1000th of one degree Celsius by 2100 (EPA and NHTSA 2018). California and other states have stated their intent to challenge federal actions that would delay or eliminate GHG reduction measures

and have committed to cooperating with other countries to implement global climate change initiatives. Thus, the timing and consequences of the 2018 federal proposal are speculative at this time.

In 2019, the EPA and NHTSA published the Safer Affordable Fuel-Efficient Vehicles Rule (SAFE) Part One: One National Program (84 FR 51310), which revoked California's authority to set its own GHG emissions standards and set zero-emission vehicle (ZEV) mandates in California. In March 2020, SAFE Part Two was issued, which set CO<sub>2</sub> emissions standards and corporate average fuel economy standards for passenger vehicles and light-duty trucks for model years 2021 through 2026. In March 2022, EPA reinstated California's authority under the Clean Air Act to implement its own GHG emission standards and ZEV sales mandate. EPA's action concludes its reconsideration of the 2019 SAFE Part One rule by finding that the actions taken under the previous administration as a part of SAFE Part One were decided in error and are now entirely rescinded.

### State

The state has taken a number of actions to address climate change. These include EOs, legislation, and CARB plans and requirements. These are summarized as follows.

#### Executive Order S-3-05

EO S-3-05 (June 2005) established California's GHG emissions reduction targets and laid out responsibilities among the state agencies for implementing the EO and for reporting on progress toward the targets. This EO established the following targets:

- By 2010, reduce GHG emissions to 2000 levels
- By 2020, reduce GHG emissions to 1990 levels
- By 2050, reduce GHG emissions to 80% below 1990 levels

#### Assembly Bill 32

In furtherance of the goals established in EO S-3-05, the legislature enacted AB 32. The bill is referred to as the California Global Warming Solutions Act of 2006 (September 27, 2006). AB 32 provided initial direction on creating a comprehensive multiyear program to limit California's GHG emissions at 1990 levels by 2020 and initiate the transformations required to achieve the state's long-range climate objectives.

#### Senate Bill 32 and Assembly Bill 197

SB 32 and AB 197 (enacted in 2016) are companion bills. SB 32 codified the 2030 emissions reduction goal of EO B-30-15 by requiring CARB to ensure that statewide GHG emissions are reduced to 40% below 1990 levels by 2030.

#### The California Air Resources Board's Climate Change Scoping Plan

One specific requirement of Assembly Bill (AB) 32 is for CARB to prepare a "scoping plan" for achieving the maximum technologically feasible and cost-effective GHG emission reductions by 2020 (California Health and Safety Code, Section 38561[a]) and to update the plan at least once every 5 years. In 2008, CARB approved the first scoping plan. The Climate Change Scoping Plan: A Framework for Change (Scoping Plan) included a mix of recommended strategies that combined direct regulations, market-based approaches, voluntary measures, policies, and other emission reduction programs calculated to meet the 2020 statewide GHG emission limit and initiate the transformations needed to achieve the state's long-range climate objectives (CARB 2008).

In 2014, CARB approved the first update to the Scoping Plan. The First Update to the Climate Change Scoping Plan: Building on the Framework (First Update) defined the state's GHG emission reduction priorities for the next 5 years and laid the groundwork to start the transition to the post-2020 goals set forth in Eos S-3-05 and B-16-2012 (discussed below). The First Update concluded that California is on track to meet the 2020 target but recommended a 2030 mid-term GHG reduction target be established to ensure a continuum of action to reduce emissions (CARB 2014).

In 2015, as directed by EO B-30-15, CARB began working on an update to the Scoping Plan to incorporate the 2030 target of 40% below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80% below 1990 levels by 2050 as set forth in S-3-05.

In December 2017, CARB adopted the 2017 Climate Change Scoping Plan Update (2030 Scoping Plan) (CARB 2017). The 2030 Scoping Plan builds on the successful framework established in the initial Scoping Plan and First Update, while identifying new, technologically feasible and cost-effective strategies that will serve as the framework to achieve the 2030 GHG target and define the state's climate change priorities to 2030 and beyond.

The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32, SB 32, and the Eos and establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. A project is considered consistent with the statutes and Eos if it meets the general policies in reducing GHG emissions to facilitate the achievement of the state's goals and does not impede attainment of those goals. As discussed in several cases, a given project need not be in perfect conformity with each and every planning policy or goals to be consistent. A project would be consistent if it would further the objectives and not obstruct their attainment. CARB adopted the 2022 Scoping Plan Update on December 15, 2022, which assesses progress towards achieving the SB 32 2030 target and lays out a path to achieve carbon neutrality by 2050 (CARB 2022).

### Executive Order B-55-18

EO B-55-18 (September 2018) establishes a statewide policy for California to achieve carbon neutrality as soon as possible and no later than 2045, and to achieve and maintain net-negative emissions thereafter. The goal is an addition to the existing statewide targets of reducing the state's GHG emissions. CARB will work with relevant state agencies to ensure that future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal.

### Building Energy

#### Title 24, Part 6

Title 24 of the California Code of Regulations was established in 1978 and serves to enhance and regulate California's building standards. While not initially promulgated to reduce GHG emissions, Part 6 of Title 24 specifically established Building Energy Efficiency Standards that are designed to ensure new and existing buildings in California achieve energy efficiency and preserve outdoor and indoor environmental quality. These regulations are carefully scrutinized and analyzed for technological and economic feasibility (California Public Resources Code, Section 25402[d]) and cost effectiveness (California Public Resources Code, Sections 25402[b][2] and [b][3]). As a result, these standards save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment.

On August 11, 2021, the California Energy Commission (CEC) adopted the 2022 Building Energy Efficiency Standards (Energy Code). In December 2021, the 2022 Energy Code was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2022 Energy Code

encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code. Under the 2022 amendments, California buildings would consume approximately 198,600 gigawatt-hours of electricity and 6.14 billion therms of fossil fuel natural gas in 2023 compared to approximately 199,500 gigawatt-hours and 6.17 billion therms of electricity and fossil fuel natural gas, respectively, under the 2019 Energy Code (CEC 2021). On a statewide basis throughout 2023, all measures for newly constructed buildings and altered components of existing buildings collectively would save approximately 33 million therms of fossil fuel natural gas and 1.3 billion kilowatt-hours of electricity (CEC 2021).

### Title 24, Part 11

In addition to the CEC's efforts, in 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11 of Title 24) is commonly referred to as CALGreen and establishes minimum mandatory standards and voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality. The 2019 CALGreen standards are the current applicable standards. For nonresidential projects, some of the key mandatory CALGreen 2019 standards involve requirements related to bicycle parking, designated parking for clean air vehicles, electric vehicle (EV) charging stations, shade trees, water conserving plumbing fixtures and fittings, outdoor potable water use in landscaped areas, recycled water supply systems, construction waste management, excavated soil and land clearing debris, and commissioning (24 CCR Part 11).

### Title 20

Title 20 of the California Code of Regulations requires manufacturers of appliances to meet state and federal standards for energy and water efficiency. The CEC certifies an appliance based on a manufacturer's demonstration that the appliance meets the standards.

### Renewable Energy and Energy Procurement

Senate Bill 1078, Executive Order 14-08, Senate Bill X1-2, Senate Bill 350, and Senate Bill 100

Senate Bill (SB) 1078 (September 2002) established the Renewable Portfolio Standard program, which required an annual increase in renewable generation by the utilities equivalent to at least 1% of sales, with an aggregate goal of 20% by 2017. EO S-14-08 (November 2008) required that all retail suppliers of electricity in California serve 33% of their load with renewable energy by 2020. SB X1-2 expanded the Renewable Portfolio Standard by establishing a renewable energy target of 20% of the total electricity sold to retail customers in California per year by December 31, 2013, and 33% by December 31, 2020, and in subsequent years. SB 350 (October 2015) further expanded the Renewable Portfolio Standard by establishing a goal of 50% of the total electricity sold to retail customers in California per year by December 31, 2030. SB 100 (2018) increased the standards set forth in SB 350 establishing that 44% of the total electricity sold to retail customers in California per year by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030, be secured from qualifying renewable energy sources. SB 100 states that it is the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of the retail sales of electricity to California. On April 30, 2022, at 2:45 p.m., California supplied 100% of its statewide demand with renewables (Electrek 2022).



## Mobile Sources

### State Vehicle Standards (Assembly Bill 1493 and Executive Order B-16-12)

AB 1493 (July 2002) was enacted in a response to the transportation sector accounting for more than half of California's CO<sub>2</sub> emissions. AB 1493 required CARB to set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles determined by the state board to be vehicles that are primarily used for noncommercial personal transportation in the state. The bill required that CARB set GHG emission standards for motor vehicles manufactured in 2009 and all subsequent model years. CARB adopted the standards in September 2004. EO B-16-12 (March 2012) required that state entities under the governor's direction and control support and facilitate the rapid commercialization of zero-emission vehicles (ZEVs). It ordered CARB, CEC, California Public Utilities Commission, and other relevant agencies to work with the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to help achieve benchmark goals by 2015, 2020, and 2025. On a statewide basis, EO B-16-12 established a target reduction of GHG emissions from the transportation sector equaling 80% less than 1990 levels by 2050. This directive did not apply to vehicles that have special performance requirements necessary for the protection of the public safety and welfare. As explained under the Federal Vehicle Standards description above, EPA and NHTSA approved the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One and Two, which revoked California's authority to set its own GHG emissions standards and set ZEV mandates in California. As President Biden issued EO 13990 to review Part One and Part Two of the SAFE Vehicles Rule, this analysis continues to utilize the best available information at this time, as set forth in EMFAC and assumed in CalEEMod.

### Heavy Duty Diesel (Title 13 California Code of Regulations, Division 3, Chapter 1, Section 2025)

CARB adopted the final Heavy-Duty Truck and Bus Regulation, Title 13, Division 3, Chapter 1, Section 2025, on December 31, 2014, to reduce particulate matter and NO<sub>x</sub> emissions from heavy-duty diesel vehicles. The rule requires particulate matter filters be applied to newer heavier trucks and buses by January 1, 2012, with older vehicles required to comply by January 1, 2015. The rule required nearly all diesel trucks and buses to be compliant with the 2010 model year engine requirement by January 1, 2023. CARB also adopted an Airborne Toxic Control Measure to limit idling of diesel-fueled commercial vehicles on December 12, 2013. This rule requires diesel-fueled vehicles with gross vehicle weights greater than 10,000 pounds to idle no more than 5 minutes at any location (13 CCR 2485).

### Executive Order S-1-07

EO S-1-07 (January 2007, implementing regulation adopted in April 2009) sets a declining low carbon fuel standard for GHG emissions measured in CO<sub>2e</sub> grams per unit of fuel energy sold in California. The initial target of the low carbon fuel standard was to reduce the carbon intensity of California passenger vehicle fuels by at least 10% by 2020 (17 CCR 95480 et seq.). In September 2018, CARB approved amendments for the low carbon fuel standard that require a 20% reduction in carbon intensity by year 2030.

### Senate Bill 375

SB 375 (September 2008) addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. SB 375 requires CARB to adopt regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035 and to update those targets every 8 years. SB 375 requires the state's 18 regional metropolitan planning organizations to prepare an SCS as part of their RTP that will achieve the GHG reduction targets set by CARB.

### Advanced Clean Cars Program and Zero-Emissions Vehicle Program

The Advanced Clean Cars (ACC) I program (January 2012) is an emissions-control program for model years 2015 through 2025. The program combines the control of smog- and soot-causing pollutants and GHG emissions into a single coordinated package of regulations: the low-emission vehicle regulation for criteria air pollutant and GHG emissions and a technology forcing regulation for ZEVs that contributes to both types of emission reductions (CARB 2021a). The package includes elements to reduce smog-forming pollution, reduce GHG emissions, promote clean cars, and provide the fuels for clean cars. To improve air quality, CARB has implemented new emission standards to reduce smog-forming emissions beginning with 2015 model year vehicles. It is estimated that in 2025 cars will emit 75% less smog-forming pollution than the average new car sold in 2015 (CARB 2021a). The ZEV program will act as the focused technology of the ACC I program by requiring manufacturers to produce increasing numbers of ZEVs and plug-in hybrid EVs in the 2018 to 2025 model years.

The ACC II program is currently in development to establish the next set of low-emission vehicle and ZEV requirements for model years after 2025 to contribute to meeting O<sub>3</sub> NAAQS and California's carbon neutrality standards (CARB 2021a). The main objectives of ACC II are as follows:

1. Maximize criteria and GHG emission reductions through increased stringency and real-world reductions.
2. Accelerate the transition to ZEVs through both increased stringency of requirements and associated actions to support wide-scale adoption and use.

An ACC II rulemaking package, which will consider technological feasibility, environmental impacts, equity, economic impacts, and consumer impacts, is anticipated to be presented to CARB for consideration in August 2022.

### Assembly Bill 1236

AB 1236 (October 2015) required a city, county, or city and county to approve an application for the installation of EV charging stations, as defined, through the issuance of specified permits, unless the city or county makes specified written findings based upon substantial evidence in the record that the proposed installation would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact. The bill provided for appeal of that decision to the planning commission, as specified. The bill provided that the implementation of consistent statewide standards to achieve the timely and cost-effective installation of EV charging stations is a matter of statewide concern. The bill required EV charging stations to meet specified standards.

### Executive Order N-79-20

EO N-79-20 (September 2020) requires CARB to develop regulations as follows: (1) passenger vehicle and truck regulations requiring increasing volumes of new ZEVs sold in the state towards the target of 100% of in-state sales by 2035; (2) medium- and heavy-duty vehicle regulations requiring increasing volumes of new zero-emission trucks and buses sold and operated in the state towards the target of 100% of the fleet transitioning to ZEVs by 2045 everywhere feasible and for all drayage trucks to be zero emission by 2035; and (3) strategies, in coordination with other state agencies, EPA, and local air districts, to achieve 100% zero-emissions from off-road vehicles and equipment operations in the state by 2035. EO N-79-20 called for the development of a Zero-Emissions Vehicle Market Development Strategy, which was released February 2021, that ensures coordination and implementation of the EO and outlines actions to support new and used ZEV markets. This strategy is to be updated every 3 years. In addition, the EO specifies identification of near-term actions and investment strategies to improve clean

transportation, sustainable freight, and transit options and calls for development of strategies, recommendations, and actions by July 15, 2021, to manage and expedite the responsible closure and remediation of former oil extraction sites as the state transitions to a carbon-neutral economy.

### Advanced Clean Trucks Regulation

The purpose of the Advanced Clean Trucks Regulation (June 2020) is to accelerate the market for ZEVs in the medium- and heavy-duty truck sector and to reduce emissions of NO<sub>x</sub>, PM<sub>2.5</sub>, TACs, GHGs, and other criteria pollutants generated from on-road mobile sources (CARB 2021b). Requiring medium- and heavy-duty vehicles to transition to zero-emissions technology will help California meet established near- and long-term air quality and climate mitigation targets.

### Water

#### Executive Order B-29-15

In response to the ongoing drought in California, EO B-29-15 (April 2015) set a goal of achieving a statewide reduction in potable urban water usage of 25% relative to water use in 2013. The term of the EO extended through February 28, 2016, although many of the directives have become permanent water-efficiency standards and requirements. The EO includes specific directives that set strict limits on water usage in the state.

#### Executive Order B-37-16

Issued May 2016, EO B-37-16 directed the State Water Resources Control Board (SWRCB) to adjust emergency water conservation regulations through the end of January 2017 to reflect differing water supply conditions across the state. The SWRCB also developed a proposal to achieve a mandatory reduction of potable urban water usage that builds off the mandatory 25% reduction called for in EO B-29-15. The SWRCB and Department of Water Resources will develop new, permanent water use targets that build upon the existing state law requirements that the state achieve 20% reduction in urban water usage by 2020. EO B-37-16 also specifies that the SWRCB permanently prohibit water-wasting practices such as hosing off sidewalks, driveways, and other hardscapes; washing automobiles with hoses not equipped with a shut-off nozzle; using non-recirculated water in a fountain or other decorative water feature; watering lawns in a manner that causes runoff or within 48 hours after measurable precipitation; and irrigating ornamental turf on public street medians.

#### Executive Order N-10-21

In response to a state of emergency due to severe drought conditions, EO N-10-21 (July 2021) called on all Californians to voluntarily reduce their water use by 15% from their 2020 levels. Actions suggested in EO N-10-21 include reducing landscape irrigation, running dishwashers and washing machines only when full, finding and fixing leaks, installing water-efficient showerheads, taking shorter showers, using a shut-off nozzle on hoses, and taking cars to commercial car washes that use recycled water.

#### Executive Order N-7-22

On March 28, 2022, Governor Newsom directed the SWRCB to consider adopting emergency regulations focused on urban water suppliers under EO N-7-22. If adopted, the potential regulations would require the vast majority of urban water suppliers to enact Level 2 of their water shortage contingency plans. Those plans are developed by the suppliers and provide actions they will take if their water supplies are cut to certain levels. Here, Level 2 would represent the suppliers acting as if their water supply had been reduced by 20%. The executive order also directs

the SWRCB to consider adopting emergency regulations defining “non-functional turf” by May 25, 2022. Both the executive order and corresponding press release confirm that the definition should only apply to ornamental turf that is not functional, excluding turf such as school fields, sports fields, and parks from the definition. If the definition is adopted, the SWRCB must then consider banning irrigation of the non-functional turf in the commercial, industrial and institutional sectors (with limited exceptions). The proposed ban is anticipated to save several hundred thousand acre-feet of water per year. The City has banned irrigation on non-functional grass on commercial, institutional, and industrial properties as a Level 1 measure.

### Solid Waste

#### Assembly Bill 939, Assembly Bill 341, Assembly Bill 1826, and Senate Bill 1383

In 1989, AB 939, known as the Integrated Waste Management Act (California Public Resources Code, Sections 40000 et seq.), was passed because of the increase in waste stream and the decrease in landfill capacity. AB 939 mandated a reduction of waste being disposed where jurisdictions were required to meet diversion goals of all solid waste through source reduction, recycling, and composting activities of 25% by 1995 and 50% by the year 2000. AB 341 (Chapter 476, Statutes of 2011) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the state that not less than 75% of solid waste generated be source-reduced, recycled, or composted by the year 2020, and annually thereafter. AB 1826 (Chapter 727, Statutes of 2014, effective 2016) requires businesses to recycle their organic waste (i.e., food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste) depending on the amount of waste they generate per week. SB 1383 (Chapter 395, Statutes of 2016) establishes targets to achieve a 50% reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75% reduction by 2025. The California Department of Resources Recycling and Recovery was granted the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20% of currently disposed edible food is recovered for human consumption by 2025 (CalRecycle 2020).

### Local

#### Ventura County Air Pollution Control District

The CEQA Guidelines require that lead agencies determine whether a project’s GHG emissions significantly affect the environment and impose mitigation to eliminate or lessen such significant effects. Based on these requirements, in September 2011, the Ventura Control Air Pollution Control District (VCAPCD) Board requested district staff provide possible GHG significance thresholds that can be used in evaluating GHG impacts for land use projects. The VCAPCD submitted a report entitled Greenhouse Gas Thresholds of Significance Options for Land Use Development Projects in Ventura County (VCAPCD 2011). This provides a list of potential thresholds that can be used by lead agencies in determining significance, but does not specify or recommend any single threshold option. In addition to the threshold guidance, the VCAPCD provides a list of resources related to GHG significance, reduction strategies, and mitigation measures that can be used to reduce impacts from land use development projects.

#### Southern California Association of Governments

California’s 18 metropolitan planning organizations have been tasked with creating SCSs in an effort to reduce the region’s vehicle miles traveled in order to help meet AB 32 targets through integrated transportation, land use, housing, and environmental planning. Pursuant to SB 375, CARB set per-capita GHG emissions reduction targets from passenger vehicles for each of the state’s 18 metropolitan planning organizations. For SCAG, the state’s initial

mandated reductions were set at 8% by 2020 and 13% by 2035. In March 2018, CARB updated the SB 375 targets for SCAG to require an 8% reduction by 2020 and a 19% reduction by 2035 in per-capita passenger vehicle GHG emissions (CARB 2018).

Pursuant to Government Code Section 65080(b)(2)(B), the SCS must “set forth forecasted development pattern for the region which when integrated with the transportation network, and other transportation measures and policies, will reduce the GHG emissions from automobiles and light trucks to achieve the GHG reduction targets.” To that end, SCAG has developed Connect SoCal, the 2020–2045 RTP/SCS, which complies with CARB’s updated emissions reduction targets and meets the requirements of SB 375 by achieving per-capita GHG emissions reductions relative to 2005 of 8% by 2020 and 19% by 2035 (SCAG 2020). In addition, the plan anticipates a 25.7% decrease in time spent in traffic delay per capita and a 5% decrease in daily miles driven per capita from 2016 to 2045. The 2020–2045 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals, and charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies, and between the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal embodies a collective vision for the region’s future and is developed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The following are the 2020–2045 RTP/SCS goals (SCAG 2020):

1. Encourage regional economic prosperity and global competitiveness
2. Improve mobility, accessibility, reliability, and travel safety for people and goods
3. Enhance the preservation, security, and resilience of the regional transportation system
4. Increase person and goods movement and travel choices within the transportation system
5. Reduce GHG emissions and improve air quality
6. Support healthy and equitable communities
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options
10. Promote conservation of natural and agricultural lands and restoration of habitats

On September 3, 2020, the Regional Council approved the 2020–2045 RTP/SCS in its entirety (SCAG 2020).

### City of Thousand Oaks General Plan

The City’s General Plan consists of a number of goals and policies related to the community’s development and various elements that provide more detailed policies to serve as the foundation for guiding the City’s development. Chapter 10 of the City’s Safety Element addresses the impacts of global climate change in relation to the City of Thousand Oaks. In 2012, the City adopted an Energy Action Plan for City facilities; however, this plan is not relevant to this project as the project would be a private development. The most relevant Climate Change policy for private development in the Thousand Oaks General Plan is Safety Policy 7.2, Community emissions, which aims to reduce community GHG emissions by at least the SB 32 target of 40% by 2030 and 80% by 2050 relative to 2010 (City of Thousand Oaks 2023). Additionally, Safety Policy 7.4 encourages electrification of newly constructed buildings.

## City of Thousand Oaks Climate and Environmental Action Plan

The Climate and Environmental Action Plan is a long-range plan that outlines comprehensive strategies to reduce GHG emissions and address other environmentally related issues. The City Council has adopted GHG reduction targets of 40% below 2010 levels by 2030 and 80% below 2010 levels by 2050. Implementation of the Climate and Environmental Action Plan GHG emission reduction strategies will provide co-benefits to the community by reducing air pollution, supporting local economic development, increasing local resilience, and improving public health and quality of life. The Climate and Environmental Action Plan is still under development and therefore will not be used for the consistency analysis in Section 4.6.4, Impact Analysis (City of Thousand Oaks 2022).

### Clean Power Alliance

The City elected to join the Clean Power Alliance in 2019 to bring locally sourced renewable energy to City residential and non-residential customers. Customers are by default placed into the 100% renewable energy product with other options available. SCE continues to deliver electricity to the City while Clean Power Alliance purchases and provides the power.

## 4.6.3 Thresholds of Significance

The significance criteria used to evaluate the project's GHG emissions impacts is based on the recommendations provided in Appendix G of the CEQA Guidelines. For the purposes of this GHG emissions analysis, the project would have a significant environmental impact if it would (14 CCR 15000 et seq.):

- A. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.
- B. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. There are currently no established thresholds for assessing whether the GHG emissions of a project, such as the proposed project, would be considered a cumulatively considerable contribution to global climate change; however, all reasonable efforts should be made to minimize a project's contribution to global climate change. In addition, while GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008), GHG emissions impacts must also be evaluated on a project-level under CEQA.

The State CEQA Guidelines do not prescribe specific methodologies for performing an assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the State CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA (CNRA 2009). The State of California has not adopted emission-based thresholds for GHG emissions under CEQA. The Governor's Office of Planning and Research's Technical Advisory, titled "Discussion Draft CEQA and Climate Change Advisory," states that

"Neither the CEQA statute nor the CEQA Guidelines prescribe thresholds of significance or particular methodologies for performing an impact analysis. This is left to lead agency judgment and discretion, based upon factual data and guidance from regulatory agencies and other sources where available and applicable. Even in the absence of clearly defined thresholds for GHG emissions, such emissions must be disclosed and mitigated to the extent feasible whenever the

lead agency determines that the project contributes to a significant, cumulative climate change impact (OPR 2018). Furthermore, the advisory document indicates that “in the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a ‘significant impact,’ individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice.” Section 15064.7(c) of the CEQA Guidelines specifies that “when adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.”

### OPR Guidance

The OPR’s Technical Advisory titled *CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review* states that “public agencies are encouraged but not required to adopt thresholds of significance for environmental impacts. Even in the absence of clearly defined thresholds for GHG emissions, the law requires that such emissions from CEQA projects must be disclosed and mitigated to the extent feasible whenever the lead agency determines that the project contributes to a significant, cumulative climate change impact” (OPR 2008). Furthermore, the advisory document indicates that “in the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a ‘significant impact,’ individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice” (OPR 2008).

### VCAPCD

The VCAPCD has not adopted a significance threshold for use for projects within its jurisdiction.

### City of Thousand Oaks Climate and Environmental Action Plan

The City is currently developing its first Climate and Environmental Action Plan (CEAP) to reduce GHG emissions within the City. The CEAP is not finalized and has not been adopted by the City Council and thus is not able to be relied upon to determine significance under CEQA Guidelines Section 15183.5.

### Cumulative Nature of Climate Change

Global climate change has a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. There are currently no established thresholds for assessing whether the GHG emissions of a project in the South Central Coast Air Basin, such as the project, would be considered a cumulatively considerable contribution to global climate change; however, all reasonable efforts should be made to minimize a project’s contribution to global climate change.

While the project would result in emissions of GHGs during construction and operation, no guidance exists to indicate what level of GHG emissions would be considered substantial enough to result in a significant adverse impact on global climate. However, it is generally believed that an individual project is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory as scientific uncertainty regarding the significance of a project’s individual and cumulative effects on global climate change remains.

Thus, GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective (CAPCOA 2008). This approach is consistent with that recommended by the CNRA, which noted in its Public Notice for the proposed CEQA amendments (pursuant to SB97) that the evidence before it indicates that in most cases, the impact of GHG emissions should be considered in the context of a

cumulative impact, rather than a project-level impact (CNRA 2009). Similarly, the Final Statement of Reasons for Regulatory Action on the CEQA Amendments confirm that an EIR or other environmental document must analyze the incremental contribution of a project to GHG levels and determine whether those emissions are cumulatively considerable (CNRA 2009). Accordingly, further discussion of the project’s GHG emissions and their impact on global climate are addressed below.

In the absence of any adopted numeric threshold, the significance of a project’s GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b) by considering whether the project complies with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. For this project, as a land use development project, the most directly applicable adopted regulatory plan to reduce GHG emissions is SCAG’s 2020-2045 RTP/SCS (Connect SoCal), which is designed to achieve regional GHG reductions from the land use and transportation sectors as required by SB 375 and the state’s long-term climate goals. This analysis also considers consistency with regulations or requirements adopted by the 2008 Climate Change Scoping Plan and subsequent updates.

## Methodology

### 4.6.3.1 Construction

#### Cancer Center Site

CalEEMod Version 2022 was used to estimate potential generated GHG emissions during construction of the Cancer Center site. Construction of the Project would result in GHG emissions primarily associated with use of off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. All details for construction criteria air pollutants discussed in Section 4.2.3.1 are also applicable for the estimation of construction-related GHG emissions. As such, see Section 4.2.3.1 for a discussion of construction emissions calculation methodology and assumptions.

#### Electricity

Temporary electric power for lighting and electronic equipment, such as computers, may be needed inside temporary construction trailers. The focus within this section is the energy implications of the construction process, specifically the power cost from on-site electricity consumption during construction of the Cancer Center site. The 2022 *National Construction Estimator* identifies a typical power cost per 1,000 sf of construction land area per month of \$2.41, which was used to calculate the Project’s total construction power cost (Pray 2022).

Based on information provided in Section 4.2.3.1, construction activities are anticipated to occur over 18 months. As detailed in Table 4.6-3, Construction Power Cost, the total electrical cost of the on-site electricity usage during the construction of the Project is estimated to be approximately \$2,533.91 in 2022 dollars.

**Table 4.6-3 Construction Power Cost - Cancer Center Site**

Land Use	Power Cost (per 1,000 square feet of construction per month)	Size (1,000 square feet)	Construction Duration (months)	Project Construction Power Cost
Medical office building	\$2.41	58.412	18	\$2,533.91

Source: Pray 2022.



SCE’s general service rate schedule were used to determine the Project’s electrical usage. As of January 1, 2022, SCE’s general service rate is \$0.13 per kilowatt hours (kWh) of electricity for industrial services (SCE n.d.). By dividing the cost in Table 4.6-3 by the SCE rate, the total electricity usage from on-site Project construction related activities is estimated to be approximately 19,492 kWh.

**Table 4.6-4. Construction Electricity Usage**

Project Component and Land Use	Cost per kWh	Project Construction Power Cost	Project Construction Electricity Usage (kWh)
Medical office building	\$0.13	\$2,533.91	19,492

Source: SCE n.d.

Note: kWh: kilowatt-hour.

### Vegetation

The Vegetation module calculates GHG emissions (or removals) from land use change and changes in sequestration from tree planting (or removal). The CalEEMod estimates changes in CO<sub>2</sub> associated with soil and aboveground and belowground biomass resulting from a project-induced change in land use type. As described in the Arborist Report for the Project, 14 protected trees would be removed (Appendix C-4). The i-Tree Planting tool was used to estimate the carbon released from the trees removed from the Project and this information was incorporated into CalEEMod.

### Janss Road Site

CalEEMod Version 2022 was used to estimate potential generated GHG emissions during construction of the Janss Road site. Construction of the project would result in GHG emissions primarily associated with use of off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. All details for construction criteria air pollutants discussed in Section 4.2.3.1 are also applicable for the estimation of construction-related GHG emissions. As such, see Section 4.2.3.1 for a discussion of construction emissions calculation methodology and assumptions.

### Electricity

Temporary electric power for lighting and electronic equipment, such as computers, may be needed inside temporary construction trailers. The focus within this section is the energy implications of the construction process, specifically the power cost from on-site electricity consumption during construction of the Janss Road site. The 2022 *National Construction Estimator* identifies a typical power cost per 1,000 sf of construction land area per month of \$2.41, which was used to calculate the Project’s total construction power cost (Pray 2022).

Based on information provided in Section 4.2.3.1, construction activities are anticipated to occur over 13 months. As detailed in Table 4.6-5, Construction Power Cost, the total electrical cost of the on-site electricity usage during the construction of the Project is estimated to be approximately \$549.84 in 2022 dollars.

**Table 4.6-5. Construction Power Cost - Janss Road Site**

D/Land Use	Power Cost (per 1,000 square feet of construction per month)	Size (1,000 square feet)	Construction Duration (months)	Project Construction Power Cost
Single Family Residential	\$2.41	17.55	13	\$549.84

Source: Pray 2022.

SCE’s general service rate schedule were used to determine the Project’s electrical usage. As of January 1, 2022, SCE’s general service rate is \$0.13 per kilowatt hours (kWh) of electricity for industrial services (SCE n.d.). By dividing the cost in Table 4.6-5 by the SCE rate, the total electricity usage from on-site Project construction related activities is estimated to be approximately 4,230 kWh.

**Table 4.6-6. Construction Electricity Usage - Janss Road Site**

Project Component and Land Use	Cost per kWh	Project Construction Power Cost	Project Construction Electricity Usage (kWh)
Single Family Residential	\$0.13	\$549.84	4,230

Source: SCE n.d.

Note: kWh: kilowatt-hour.

### 4.6.3.2 Operation

#### Cancer Center Site

Emissions from the operational phase of the Cancer Center site were estimated using CalEEMod Version 2022. Operational year 2025 was assumed consistent with completion of Project construction. CalEEMod was used to estimate potential operational GHG emissions from area sources (landscape maintenance), energy sources (electricity), mobile, solid waste, water supply and wastewater treatment. Emissions from each category are discussed in the following text with respect to the Project. For additional details, see Section 4.2, Air Quality, Operational Emissions, for a discussion of operational emission calculation methodology and assumptions, specifically for area, energy (electricity), and mobile sources.

#### Refrigerants

Refrigerants are substances used in equipment for air conditioning and refrigeration. Most of the refrigerants used today are HFCs or blends thereof, which can have high GWP values. All equipment that uses refrigerants has a charge size (i.e., quantity of refrigerant the equipment contains) and an operational refrigerant leak rate, and each refrigerant has a GWP that is specific to that refrigerant. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime, and then derives average annual emissions from the lifetime estimate. CalEEMod default assumptions were used for the medical office building.

## Solid Waste

The Project would generate solid waste, and therefore, result in CO<sub>2</sub>e emissions associated with landfill off-gassing. CalEEMod default values for solid waste generation were used to estimate GHG emissions associated with solid waste.

## Vegetation

The Vegetation module calculates GHG emissions (or removals) from land use change and changes in sequestration from tree planting (or removal). The CalEEMod estimates changes in CO<sub>2</sub> associated with soil and aboveground and belowground biomass resulting from a Project-induced change in land use type. As described in the Arborist Report for the Project, 14 protected trees would be removed (Appendix C-4). The mitigation prescribed is a 3:1 replacement. As such, the Project would plant 42 oak trees. An additional 15 trees would be planted in accordance with the landscaping plan, for a total of 57 trees. The i-Tree Planting tool was used to estimate the carbon sequestered from the trees planted from the Project and this information was incorporated into CalEEMod.

## Water and Wastewater

Supply, conveyance, treatment, and distribution of water for the Project require the use of electricity, which would result in associated indirect GHG emissions. Similarly, wastewater generated by the Project requires the use of electricity for conveyance and treatment, along with GHG emissions generated during wastewater treatment. Water consumption estimates for both indoor and outdoor water use and associated electricity consumption from water use and wastewater generation were estimated using CalEEMod default values.

## Janss Road Site

Emissions from the operational phase of the Janss Road site were estimated using CalEEMod Version 2022. Operational year 2028 was assumed consistent with completion of project construction. CalEEMod was used to estimate potential operational GHG emissions from area sources (landscape maintenance), energy sources (electricity), mobile, solid waste, water supply and wastewater treatment. Emissions from each category are discussed in the following text with respect to the project. For additional details, see Section 4.2, Operational Emissions, for a discussion of operational emission calculation methodology and assumptions, specifically for area, energy (electricity), and mobile sources.

## Refrigerants

Refrigerants are substances used in equipment for air conditioning and refrigeration. Most of the refrigerants used today are HFCs or blends thereof, which can have high GWP values. All equipment that uses refrigerants has a charge size (i.e., quantity of refrigerant the equipment contains) and an operational refrigerant leak rate, and each refrigerant has a GWP that is specific to that refrigerant. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime, and then derives average annual emissions from the lifetime estimate. CalEEMod default assumptions were used for the medical office building.

## Solid Waste

The project would generate solid waste, and therefore, result in CO<sub>2</sub>e emissions associated with landfill off-gassing. CalEEMod default values for solid waste generation were used to estimate GHG emissions associated with solid waste.

## Water and Wastewater

Supply, conveyance, treatment, and distribution of water for the project require the use of electricity, which would result in associated indirect GHG emissions. Similarly, wastewater generated by the project requires the use of electricity for conveyance and treatment, along with GHG emissions generated during wastewater treatment. Water consumption estimates for both indoor and outdoor water use and associated electricity consumption from water use and wastewater generation were estimated using CalEEMod default values.

### 4.6.4 Impacts Analysis

***A) Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

***B) Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

Less-than-Significant Impact.

Cancer Center Site

### Project Consistency with Applicable GHG-Related Laws and Regulations

The Project's consistency with statewide GHG reduction strategies is summarized in detail in Table 4.6-7.

**Table 4.6-7. Applicable Greenhouse Gas-Related Laws and Regulations - Cancer Center Site**

Project Component	Applicable Laws/Regulations	GHG Reduction Measures Required for project
<b>Building Components/Facility Operations</b>		
Roofs/Ceilings/ Insulation	CALGreen (Title 24, Part 11)  California Energy Code (Title 24, Part 6)	The project must comply with efficiency standards regarding roofing, ceilings, and insulation. For example: <u>Roofs/Ceilings:</u> New construction must reduce roof heat island effects per CALGreen Section 106.11.2, which requires use of roofing materials having a minimum aged solar reflectance, thermal emittance complying with Section A5.106.11.2.2 and A5.106.11.2.3 or a minimum aged Solar Reflectance Index as specified in Tables A5.106.11.2.2, or A5.106.11.2.3. Roofing materials must also meet solar reflectance and thermal emittance standards contained in Title 20 Standards. <u>Roof/Ceiling Insulation:</u> There are also requirements for the installation of roofing and ceiling insulation. (See Title 24, Part 6, Section 1110.8)
Flooring	CALGreen	The project must comply with efficiency standards regarding flooring materials. For example, 80% of floor area must receive “resilient flooring” and the flooring must meet applicable installation and material requirements contained in CALGreen Section 5.504.4.6.
Window and Doors (Fenestration)	California Energy Code	The project must comply with fenestration efficiency requirements. For example, the choice of windows, glazed doors, and any skylights for the project must conform to energy consumption requirements affecting size, orientation, and types of fenestration products used. (See Title 24, Part 6, Section 3.3.)
Building Walls/ Insulation	CALGreen  California Energy Code	The project must comply with efficiency requirements for building walls and insulation. <u>Exterior Walls:</u> Must meet requirements in current edition of California Energy Code and comply with Sections A5.106.7.1 or A5.106.7.2 of CALGreen for wall surfaces, as well as Section 5.407.1, which requires weather-resistant exterior wall and foundation envelope as required by California Building Code Section 1403.2. Construction must also meet requirements contained in Title 24, Part 6, which vary by material of the exterior walls. (See Title 24, Part 6, Section 3.2.3.) <u>Demising (Interior) Walls:</u> Mandatory insulation requirements for demising walls (which separate conditioned from non-conditioned space) differ by the type of wall material used (Title 24, Part 6, Section 3.2.4). <u>Door Insulation:</u> There are mandatory requirements for air infiltration rates to improve insulation efficiency; they differ according to the type of door (Title 24, Part 6, Section 3.2.5). <u>Flooring Insulation:</u> There are mandatory requirements for insulation that depend on the material and location of the flooring (Title 24, Part 6, Section 3.2.6).

**Table 4.6-7. Applicable Greenhouse Gas-Related Laws and Regulations - Cancer Center Site**

Project Component	Applicable Laws/Regulations	GHG Reduction Measures Required for project
Finish Materials	CALGreen	The project must comply with pollutant control requirements for finish materials. For example, materials including adhesives, sealants, caulks, paints and coatings, carpet systems, and composite wood products must meet requirements in CALGreen to ensure pollutant control (CALGreen Section 5.504.4).
Wet Appliances (Toilets/Faucets/Urinal, Dishwasher/Clothes Washer, Spa and Pool/ Water Heater)	CALGreen  California Energy Code  Appliance Efficiency Regulations (Title 20 Standards)	<p>Wet appliances associated with the project must meet various efficiency requirements. For example:</p> <p>Toilets/Faucets/Urinals: Use associated with the project is subject to new maximum rates for toilets, urinals, and faucets effective January 1, 2016 (Title 20 Standards, Sections 1605.1[h], [i] 1065.3[h], [i]):</p> <ul style="list-style-type: none"> <li>▪ Showerheads maximum flow rate 2.5 gpm at 80 psi</li> <li>▪ Wash fountains 2.2 × (rim space in inches/20) gpm at 60 psi</li> <li>▪ Metering faucets 0.25 gallons/cycle</li> <li>▪ Lavatory faucets and aerators 1.2 gpm at 60 psi</li> <li>▪ Kitchen faucets and aerators 1.8 gpm with optional temporary flow of 2.2 gpm at 60 psi</li> <li>▪ Public lavatory faucets 0.5 gpm at 60 psi</li> <li>▪ Trough-type urinals 16 inches length</li> <li>▪ Wall mounted urinals 0.125 gallons per flush</li> <li>▪ Other urinals 0.5 gallons per flush</li> </ul> <p>Water Heaters: Use associated with the project is subject to appliance efficiency requirements for water heaters. (Title 20 Standards, Sections 1605.1[f], 1605.3[f].)</p> <p>Dishwasher/Clothes Washer: Use associated with the project is subject to appliance efficiency requirements for dishwashers and clothes washers. (Title 20 Standards, Sections 1605.1[o], [p], [q], 1605.3[o], [p], [q].)</p>

**Table 4.6-7. Applicable Greenhouse Gas-Related Laws and Regulations - Cancer Center Site**

Project Component	Applicable Laws/Regulations	GHG Reduction Measures Required for project
Dry Appliances (Refrigerator/Freezer, Heater/Air Conditioner, Clothes Dryer)	Title 20 Standards CALGreen	<p>Dry appliances associated with the project must meet various efficiency requirements. For example:</p> <p><u>Refrigerator/Freezer</u>: Use associated with the project is subject to appliance efficiency requirements for refrigerators and freezers. (Title 20 Standards, Sections 1605.1[a], 1605.3[a].)</p> <p><u>Heater/Air Conditioner</u>: Use associated with the project is subject to appliance efficiency requirements for heaters and air conditioners. (Title 20 Standards, Sections 1605.1[b], [c], [d], [e], 1605.3[b], [c], [d], [e] as applicable.)</p> <p><u>Clothes Dryer</u>: Use associated with the project is subject to appliance efficiency requirements for clothes dryers. (Title 20 Standards, Section 1605.1[q].)</p>
	CALGreen	Installations of HVAC, refrigeration, and fire suppression equipment must comply with CALGreen Sections 5.508.1.1 and 508.1.2, which prohibits CFCs, halons, and certain HCFCs and HFCs.
Lighting	Title 20 Standards	<p>Lighting associated with the project will be subject to energy efficiency requirements contained in Title 20 Standards.</p> <p><u>General Lighting</u>: Indoor and outdoor lighting associated with the project must comply with applicable appliance efficiency regulations (Title 20 Standards, Sections 1605.1[j], [k], [n], 1605.3[j], [k], [n]).</p> <p><u>Emergency lighting and self-contained lighting</u>: the project must also comply with applicable appliance efficiency regulations (Title 20 Standards, Sections 1605.1[l], 1605.3[l]).</p> <p><u>Traffic Signal Lighting</u>: For any necessary project improvements involving traffic lighting, traffic signal modules and traffic signal lamps will need to comply with applicable appliance efficiency regulations (Title 20 Standards, Sections 1605.1[m], 1605.3[m]).</p>
	California Energy Code	<p>Lighting associated with the project will also be subject to energy efficiency requirements contained in Title 24, Part 6, which contains energy standards for non-residential indoor lighting and outdoor lighting. (See Title 24 Part 6, Sections 5 and 6.)</p> <p>Mandatory lighting controls for indoor lighting include, for example, regulations for automatic shut-off, automatic daytime controls, demand responsive controls, and certificates of installation. (See Title 24 Part 6, Section 5.) Regulations for outdoor lighting include, for example, creation of lighting zones, lighting power requirements, a hardscape lighting power allowance, requirements for outdoor incandescent and luminaire lighting, and lighting control functionality. (See Title 24 Part 6, Section 6.)</p>

**Table 4.6-7. Applicable Greenhouse Gas-Related Laws and Regulations - Cancer Center Site**

Project Component	Applicable Laws/Regulations	GHG Reduction Measures Required for project
	AB 1109	Lighting associated with the project will be subject to energy efficiency requirements adopted pursuant to AB 1109.  Enacted in 2007, AB 1109 required the CEC to adopt minimum energy efficiency standards for general purpose lighting, to reduce electricity consumption 25% for indoor commercial lighting.
Bicycle and Vehicle Parking	CALGreen	The project will be required to provide compliant bicycle parking, fuel-efficient vehicle parking, and electric vehicle charging spaces (CALGreen Sections 5.106.4, 5.106.5.1, 5.106.5.3).
	California Energy Code	The project is also subject to parking requirements contained in Title 24, Part 6. For example, parking capacity is to meet but not exceed minimum local zoning requirements and the project should employ approved strategies to reduce parking capacity (Title 24, Part 6, Section 106.6).
Landscaping	CALGreen	CALGreen requires and has further voluntary provisions for: <ul style="list-style-type: none"> <li>▪ A water budget for landscape irrigation use</li> <li>▪ For new water service, separate meters or submeters must be installed for indoor and outdoor potable water use for landscaped areas of 1,000–5,000 square feet</li> <li>▪ Provide water-efficient landscape design that reduces use of potable water beyond initial requirements for plant installation and establishment</li> </ul>
	Model Water Efficient Landscaping Ordinance	The model ordinance promotes efficient landscaping in new developments and establishes an outdoor water budget for new and renovated landscaped areas that are 500 square feet or larger. (23 CCR, Division 2, Chapter 2.7.)
	Cap-and-Trade Program	Transportation fuels used in landscape maintenance equipment (e.g., gasoline) would be subject to the Cap-and-Trade Program. (See “Energy Use,” below.)
Refrigerants	CARB Management of High GWP Refrigerants for Stationary Sources	Any refrigerants associated with the project will be subject to CARB standards. CARB’s Regulation for the Management of High GWP Refrigerants for Stationary Sources (1) reduces emissions of high-GWP refrigerants from leaky stationary, non-residential refrigeration equipment; (2) reduces emissions resulting from the installation and servicing of stationary refrigeration and air conditioning appliances using high-GWP refrigerants; and (3) requires verification of GHG emission reductions. (17 CCR 95380 et seq.)
Consumer Products	CARB High GWP GHGs in Consumer Products	All consumer products associated with the project will be subject to CARB standards. CARB’s consumer products regulations set VOC limits for numerous categories of consumer products and limit the reactivity of the ingredients used in numerous categories of aerosol coating products (17 CCR, Division 3, Chapter 1, Subchapter 8.5).



**Table 4.6-7. Applicable Greenhouse Gas-Related Laws and Regulations - Cancer Center Site**

Project Component	Applicable Laws/Regulations	GHG Reduction Measures Required for project
<b>Construction</b>		
Use of Off-Road Diesel Engines, Vehicles, and Equipment	CARB In-Use Off-Road Diesel Vehicle Regulation	<p>Any relevant vehicle or machine use associated with the project will be subject to CARB standards.</p> <p>The CARB In-Use-Off-Road Diesel Vehicle Regulation applies to certain off-road diesel engines, vehicles, or equipment greater than 25 horsepower. The regulation (1) imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; (2) requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System) and labeled; (3) restricts the adding of older vehicles into fleets starting on January 1, 2014; and (4) requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits).</p> <p>The requirements and compliance dates of the Off-Road regulation vary by fleet size, as defined by the regulation.</p>
	Cap-and-Trade Program	Transportation fuels (e.g., gasoline) used in equipment operation would be subject to the Cap-and-Trade Program. (See "Energy Use," below.)
Greening New Construction	CALGreen	<p>All new construction, including the project, must comply with CALGreen, as discussed in more detail throughout this table.</p> <p>Adoption of the mandatory CALGreen standards for construction has been essential for improving the overall environmental performance of new buildings; it also sets voluntary targets for builders to exceed the mandatory requirements.</p>
Construction Waste	CALGreen	The project will be subject to CALGreen requirements for construction waste reduction, disposal, and recycling, such as a requirement to recycle and/or salvage for reuse a minimum of 50% of the non-hazardous construction waste in accordance with Sections 5.408.1.1, 5.408.1.2, or 5.408.1.3 or to meet a local construction and demolition waste management ordinance, whichever is more stringent.
Worker, vendor and truck vehicle trips (on-road vehicles)	Cap-and-Trade Program	Transportation fuels (e.g., gasoline) used in worker, vendor and truck vehicle trips would be subject to the Cap-and-Trade Program.
<b>Solid Waste</b>		
Solid Waste Management	Landfill Methane Control Measure	Waste associated with the project will be disposed per state requirements for landfills, material recovery facilities, and transfer stations. Per the statewide GHG emissions inventory, the largest emissions from waste management sectors come from landfills and are in the form of CH <sub>4</sub> .

**Table 4.6-7. Applicable Greenhouse Gas-Related Laws and Regulations - Cancer Center Site**

Project Component	Applicable Laws/Regulations	GHG Reduction Measures Required for project
		<p>In 2010, CARB adopted a regulation that reduces emissions from CH<sub>4</sub> in landfills, primarily by requiring owners and operators of certain uncontrolled municipal solid waste landfills to install gas collection and control systems and requiring existing and newly installed gas and control systems to operate in an optimal manner. The regulation allows local air districts to voluntarily enter into a memorandum of understanding with CARB to implement and enforce the regulation and to assess fees to cover costs of implementation.</p>
	Mandatory Commercial Recycling (AB 341)	<p>AB 341 will require the project, if it generates 4 cubic yards or more of commercial solid waste per week, to arrange for recycling services using one of the following: self-haul, subscription to a hauler(s), arranging for pickup of recyclable materials, subscription to a recycling service that may include mixed waste processing that yields diversion results comparable to source separation.</p> <p>The project will also be subject to local commercial solid waste recycling program required to be implemented by each jurisdiction under AB 341.</p>
	CALGreen	<p>The project will be subject to CALGreen requirement to provide areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling (CALGreen Section 5.410.1).</p>
<b>Energy Use</b>		
Electricity/Natural Gas Generation	Cap-and-Trade Program	<p>Electricity and natural gas usage associated with the project will be subject to the Cap-and-Trade Program.</p> <p>The rules came into effect on January 1, 2013, applying to large electric power plants and large industrial plants. In 2015, importers and distributors of fossil fuels were added to the Cap-and-Trade Program in the second phase.</p> <p>Specifically, on January 1, 2015, cap-and-trade compliance obligations were phased in for suppliers of natural gas, RBOB, distillate fuel oils, and liquefied petroleum gas that meet or exceed specified emissions thresholds. The threshold that triggers a cap-and-trade compliance obligation for a fuel supplier is 25,000 MT CO<sub>2e</sub> or more annually from the GHG emissions that would result from full combustion or oxidation of quantities of fuels (including natural gas, RBOB, distillate fuel oil, liquefied petroleum gas, and blended fuels that contain these fuels) imported and/or delivered to California.</p>
Renewable Energy	California RPS (SB X1-2, SB 350, and SB 100)	<p>Energy providers associated with the project will be required to comply with RPS set by SB X1-2, SB 350, and SB 100.</p> <p>SB X1-2 requires investor-owned utilities, publicly owned utilities, and electric service providers to increase purchases of renewable energy such that at least 33% of retail sales are procured from</p>

**Table 4.6-7. Applicable Greenhouse Gas-Related Laws and Regulations - Cancer Center Site**

Project Component	Applicable Laws/Regulations	GHG Reduction Measures Required for project
		<p>renewable energy resources by December 31, 2020. In the interim, each entity was required to procure an average of 20% of renewable energy for the period of January 1, 2011, through December 31, 2013, and an average of 25% by December 31, 2016, and 33% by 2020.</p> <p>SB 350 requires retail sellers and publicly owned utilities to procure 50% of their electricity from eligible renewable energy resources by 2030.</p> <p>SB 100 increased the standards set forth in SB 350 establishing that 44% of the total electricity sold to retail customers in California per year by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030, be secured from qualifying renewable energy sources. SB 100 states that it is the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of the retail sales of electricity to California by 2045.</p>
	<p>Million Solar Roofs Program (SB 1)</p>	<p>The project will participate in California’s energy market, which is affected by implementation of the Million Solar Roofs Program.</p> <p>As part of Governor Schwarzenegger's Million Solar Roofs Program, California has set a goal to install 3,000 megawatts of new, solar capacity through 2016. The Million Solar Roofs Program is a ratepayer-financed incentive program aimed at transforming the market for rooftop solar systems by driving down costs over time.</p>
	<p>California Solar Initiative- Thermal Program</p>	<p>The project will participate in California’s energy market, which is affected by implementation of the California Solar Initiative—Thermal Program. Multifamily and commercial properties qualify for rebates of up to \$800,000 on solar water heating systems and eligible solar pool heating systems qualify for rebates of up to \$500,000. Funding for the California Solar Initiative–Thermal Program comes from ratepayers of Pacific Gas &amp; Electric, SCE, Southern California Gas Company, and San Diego Gas &amp; Electric. The rebate program is overseen by the CPUC as part of the California Solar Initiative.</p>

**Table 4.6-7. Applicable Greenhouse Gas-Related Laws and Regulations - Cancer Center Site**

Project Component	Applicable Laws/Regulations	GHG Reduction Measures Required for project
	Waste Heat and Carbon Emissions Reduction Act (AB 1613, AB 2791)	<p>The project will participate in California’s energy market, which is affected by implementation of the Waste Heat and Carbon Emissions Reduction Act.</p> <p>Originally enacted in 2007 and in 2008, this act directed the CEC, CPUC, and CARB to implement a program that would encourage the amended development of new combined heat and power systems in California with a generating capacity of not more than 20 megawatts, to increase combined heat and power use by 30,000 gigawatt-hours. The CPUC publicly owned electric utilities, and CEC duly established policies and procedures for the purchase of electricity from eligible combined heat and power systems.</p> <p>CEC guidelines require combined heat and power systems to be designed to reduce waste energy; have a minimum efficiency of 60%; have NO<sub>x</sub> emissions of no more than 0.07 pounds per megawatt-hour; be sized to meet eligible customer generation thermal load; operate continuously in a manner that meets expected thermal load and optimizes efficient use of waste heat; and be cost effective, technologically feasible, and environmentally beneficial.</p>
<b>Vehicular/Mobile Sources</b>		
General	SB 375 and SJCOG RTP/SCS	The project complies with, and is subject to, the SCAG adopted RTP/SCS in 2020. See Table 4.6-9 below for a detailed discussion.
Fuel	Low Carbon Fuel Standard (LCFS)/EO S-01-07	Auto trips associated with the project will be subject to LCFS (EO S-01-07), which requires a 10% or greater reduction in the average fuel carbon intensity by 2020 with a 2010 baseline for transportation fuels in California regulated by CARB. The program establishes a strong framework to promote the low carbon fuel adoption necessary to achieve the governor's 2030 and 2050 GHG goals.
	Cap-and-Trade Program	<p>Use of gasoline associated with the project will be subject to the Cap-and-Trade Program.</p> <p>The rules came into effect on January 1, 2013, applying to large electric power plants and large industrial plants. In 2015, importers and distributors of fossil fuels were added to the Cap-and-Trade Program in the second phase.</p> <p>Specifically, on January 1, 2015, cap-and-trade compliance obligations were phased in for suppliers of natural gas, RBOB, distillate fuel oils, and liquefied petroleum gas that meet or exceed specified emissions thresholds. The threshold that triggers a cap-and-trade compliance obligation for a fuel supplier is 25,000 MT CO<sub>2e</sub> or more annually from the GHG emissions that would result from full combustion or oxidation of quantities of fuels (including natural gas, RBOB, distillate fuel oil, liquefied petroleum gas, and blended fuels that contain these fuels) imported and/or delivered to California.</p>

**Table 4.6-7. Applicable Greenhouse Gas-Related Laws and Regulations - Cancer Center Site**

Project Component	Applicable Laws/Regulations	GHG Reduction Measures Required for project
Automotive Refrigerants	CARB Regulation for Small Containers of Automotive Refrigerant	Vehicles associated with the project will be subject to CARB's Regulation for Small Containers of Automotive Refrigerant (17 CCR 95360 et seq). The regulation applies to the sale, use, and disposal of small containers of automotive refrigerant with a GWP greater than 150. The regulation achieves emission reductions through implementation of four requirements: (1) use of a self-sealing valve on the container, (2) improved labeling instructions, (3) a deposit and recycling program for small containers, and (4) an education program that emphasizes best practices for vehicle recharging. This regulation went into effect on January 1, 2010, with a 1-year sell-through period for containers manufactured before January 1, 2010. The target recycle rate was initially set at 90% and rose to 95% beginning January 1, 2012.
Light-Duty Vehicles	AB 1493 (or the Pavley Standard)	<p>Cars that drive to and from the project will be subject to AB 1493, which directed CARB to adopt a regulation requiring the maximum feasible and cost-effective reduction of GHG emissions from new passenger vehicles.</p> <p>Pursuant to AB 1493, CARB adopted regulations that establish a declining fleet average standard for CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, and HFCs (air conditioner refrigerants) in new passenger vehicles and light-duty trucks beginning with the 2009 model year and phased-in through the 2016 model year. These standards are divided into those applicable to lighter and those applicable to heavier portions of the passenger vehicle fleet.</p> <p>The regulations will reduce "upstream" smog-forming emissions from refining, marketing, and distribution of fuel.</p>
	Advanced Clean Car and ZEV Programs	<p>Cars that drive to and from the project will be subject to the Advanced Clean Car and ZEV Programs.</p> <p>In January 2012, CARB approved a new emissions-control program for model years 2017 through 2025. The program combines the control of smog, soot and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards called Advanced Clean Cars. By 2025, new automobiles will emit 34% fewer global warming gases and 75% fewer smog-forming emissions.</p> <p>The ZEV program will act as the focused technology of the Advanced Clean Cars program by requiring manufacturers to produce increasing numbers of ZEVs and plug-in hybrid electric vehicles in the 2018–2025 model years.</p>
	Tire Inflation Regulation	Cars that drive to and from the project will be subject to the CARB Tire Inflation Regulation, which took effect on September 1, 2010, and applies to vehicles with a gross vehicle weight rating of 10,000 pounds or less.

**Table 4.6-7. Applicable Greenhouse Gas-Related Laws and Regulations - Cancer Center Site**

Project Component	Applicable Laws/Regulations	GHG Reduction Measures Required for project
		<p>Under this regulation, automotive service providers must, among other things, check and inflate each vehicle's tires to the recommended tire pressure rating with air or nitrogen, as appropriate, at the time of performing any automotive maintenance or repair service; keep a copy of the service invoice for a minimum of 3 years; and make the vehicle service invoice available to the CARB or its authorized representative upon request.</p>
	EPA and NHTSA GHG and CAFE standards.	Mobile sources that travel to and from the project would be subject to EPA and NHTSA GHG and CAFE standards for passenger cars, light-duty trucks, and medium-duty passenger vehicles. (75 FR 25324-25728 and 77 FR 62624-63200.)
Medium- and Heavy-Duty Vehicles	CARB In-Use On-Road Heavy-Duty Diesel Vehicles Regulation (Truck and Bus Regulation)	<p>Any heavy-duty trucks associated with the project will be subject to CARB standards.</p> <p>The regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet PM filter requirements. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent.</p> <p>The regulation applies to nearly all privately and federally owned diesel fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating greater than 14,000 pounds.</p>
	CARB In-Use Off-Road Diesel Vehicle Regulation	<p>Any relevant vehicle or machine use associated with the project will be subject to CARB standards.</p> <p>The CARB In-Use-Off-Road Diesel Vehicle Regulation applies to certain off-road diesel engines, vehicles, or equipment greater than 25 horsepower. The regulation (1) imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; (2) requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System) and labeled; (3) restricts the adding of older vehicles into fleets starting on January 1, 2014; and (4) requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits).</p> <p>The requirements and compliance dates of the Off-Road regulation vary by fleet size, as defined by the regulation.</p>
	Heavy-Duty Vehicle GHG Emission Reduction Regulation	<p>Any relevant vehicle or machine use associated with the project will be subject to CARB standards.</p> <p>The CARB Heavy-Duty Vehicle GHG Emission Reduction Regulation applies to heavy-duty tractors that pull 53-foot or longer box-type trailers. (17 CCR 95300 et seq.) Fuel efficiency is improved through improvements in tractor and trailer aerodynamics and the use of low rolling resistance tires.</p>

**Table 4.6-7. Applicable Greenhouse Gas-Related Laws and Regulations - Cancer Center Site**

Project Component	Applicable Laws/Regulations	GHG Reduction Measures Required for project
	EPA and NHTSA GHG and CAFE standards.	Mobile sources that travel to and from the project would be subject to EPA and NHTSA GHG and CAFE standards for medium- and heavy-duty vehicles. (76 FR 57106-57513.)
<b>Water Use</b>		
Water Use Efficiency	Emergency State Water Board Regulations	<p>Water use associated with the project will be subject to emergency regulations.</p> <p>On May 18, 2016, partially in response to EO B-27-16, the SWRCB adopted emergency water use regulations (23 CCR 864.5 and amended and re-adopted Sections 863, 864, 865, and 866). The regulation directs the SWRCB, Department of Water Resources, and CPUC to implement rates and pricing structures to incentivize water conservation, and calls upon water suppliers, homeowners' associations, California businesses, landlords and tenants, and wholesale water agencies to take stronger conservation measures.</p>
	EO B-37-16	<p>Water use associated with the project will be subject to Emergency EO B-37-16, issued May 9, 2016, which directs the SWRCB to adjust emergency water conservation regulations through the end of January 2017 to reflect differing water supply conditions across the state.</p> <p>The SWRCB must also develop a proposal to achieve a mandatory reduction of potable urban water usage that builds off the mandatory 25% reduction called for in EO B-29-15. The SWRCB and Department of Water Resources will develop new, permanent water use targets to which the project will be subject.</p> <p>The SWRCB will permanently prohibit water-wasting practices such as hosing off sidewalks, driveways, and other hardscapes; washing automobiles with hoses not equipped with a shut-off nozzle; using non-recirculated water in a fountain or other decorative water feature; watering lawns in a manner that causes runoff, or within 48 hours after measurable precipitation; and irrigating ornamental turf on public street medians.</p>
	EO B-40-17	EO B-40-17 lifted the drought emergency in all California counties except Fresno, Kings, Tulare, and Tuolumne. It also rescinds EO B-29-15, but expressly states that EO B-37-16 remains in effect and directs the SWRCB to continue development of permanent prohibitions on wasteful water use to which the project will be subject.
	SB X7-7	Water provided to the project will be affected by SB X7-7's requirements for water suppliers. SB X7-7, or the Water Conservation Act of 2009, requires all water suppliers to increase water use efficiency. It also requires, among other things, that the Department of Water Resources, in consultation with other state agencies, develop a single standardized water use reporting form, which would be used by both urban and agricultural water agencies.

**Table 4.6-7. Applicable Greenhouse Gas-Related Laws and Regulations - Cancer Center Site**

Project Component	Applicable Laws/Regulations	GHG Reduction Measures Required for project
	CALGreen	The project is subject to CALGreen's water efficiency standards, including a required 20% mandatory reduction in indoor water use. (CALGreen, Division 4.3.)
	California Water Code, Division 6, Part 2.10, Sections 10910-10915.	Development and approval of the project requires the development of a project-specific Water Supply Assessment.
	Cap-and-Trade Program	The project will utilize water and discharge wastewater to the local utility. Thus, the Cap-and-Trade Program does not apply to the project.
	California RPS (SB X1-2, SB 350, SB 100)	Electricity usage associated with water and wastewater supply, treatment and distribution associated with the project will be required to comply with RPS set by SB X1-2, SB 350, and SB 100.
	City Ordinance No. 1705-NS	The City adopted a water conservation ordinance on October 11, 2022 putting permanent limits on watering hours, watering durations, and uses. The ordinance prohibits irrigation of non-functional grass on commercial, institutional, and industrial properties.

**Notes:** CALGreen = California Green Building Standards Code; gpm = gallons per minute; psi = pounds per square inch; HVAC = heating, ventilation, and air conditioning; CFC = chlorofluorocarbon; HCFC = hydrochlorofluorocarbon; HFC = hydrofluorocarbon; AB = Assembly Bill; CEC = California Energy Commission; CARB = California Air Resources Board; GWP = global warming potential; GHG = greenhouse gas; VOC = volatile organic compound; CH<sub>4</sub> = methane; RBOB = reformulated gasoline blendstock for oxygenate blending; MT = metric tons; CO<sub>2e</sub> = carbon dioxide equivalent; RPS = Renewable Portfolio Standard; SB = Senate Bill; SCE = Southern California Edison; CPUC = California Public Utilities Commission; NO<sub>x</sub> = oxides of nitrogen; SJCOG = San Joaquin Council of Governments; RTP/SCS = Regional Transportation Plan/Sustainable Communities Strategy; EO = Executive Order; CO<sub>2</sub> = carbon dioxide; N<sub>2</sub>O = nitrous oxide; ZEV = zero emission vehicle EPA = Environmental Protection Agency; NHTSA = National Highway Traffic Safety Administration; PM = particulate matter; SWRCB = State Water Resources Control Board.



As shown in Table 4.6-7, the Project would be required to comply with the various GHG-reducing regulations.

### Project Consistency with CARB's Scoping Plan

The Scoping Plan, approved by CARB in 2008 and updated in 2014, 2017, and 2022 provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. As such, the Scoping Plan is not directly applicable to specific projects, nor is it intended to be used for project-level evaluations.<sup>2</sup> Under the Scoping Plan, however, there are several state regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-GWP GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., Low-Carbon Fuel Standard), among others. The Project would comply with all applicable regulations adopted in furtherance of the Scoping Plan to the extent required by law.

The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32 and establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. Table 4.6-8 highlights measures that have been developed under the Scoping Plan and the Project's consistency with those measures. Table 4.6-8 also includes measures recommended in the Scoping Plan. To the extent that these regulations are applicable to the Project, its inhabitants, or uses, the Project would comply with all applicable regulations adopted in furtherance of the Scoping Plan.

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<sup>2</sup> The Final Statement of Reasons for the amendments to the State CEQA Guidelines reiterates the statement in the Initial Statement of Reasons that "the Scoping Plan may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan" (CNRA 2009).

**Table 4.6-8. Project Consistency with Scoping Plan GHG Emission-Reduction Strategies - Cancer Center Site**

Scoping Plan Measure	Measure Number	Project Consistency
<b>Transportation Sector</b>		
Advanced Clean Cars	T-1	<i>Consistent.</i> The project's employees and visitors would purchase vehicles in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase.
Low Carbon Fuel Standard	T-2	<i>Consistent.</i> Motor vehicles driven by the project's employees and visitors would use compliant fuels.
Low Carbon Fuel Standard (18% reduction in carbon intensity by 2030)	Recommended	<i>Consistent.</i> Motor vehicles driven by the project's employees and visitors would use compliant fuels.
Regional Transportation-Related GHG Targets	T-3	<i>Not applicable.</i> The proposed project would not prevent CARB from implementing this measure.
Advanced Clean Transit	Recommended	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Last Mile Delivery	Recommended	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Reduction in Vehicle Miles Traveled	Recommended	<i>Consistent.</i> The project would result in 6% fewer VMT per employee than compared to the City's baseline (see Section 4.11.4).
Vehicle Efficiency Measures 1. Tire Pressure 2. Fuel Efficiency Tire Program 3. Low-Friction Oil 4. Solar-Reflective Automotive Paint and Window Glazing	T-4	<i>Consistent.</i> These standards would be applicable to the light-duty vehicles that would access the project site. Motor vehicles driven by the project's employees and visitors would maintain proper tire pressure when their vehicles are serviced. The project's employees would replace tires in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase. Motor vehicles driven by the project's employees and visitors would use low-friction oils when their vehicles are serviced. The project's employees would purchase vehicles in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase. In addition, the project would not prevent CARB from implementing this measure.
Ship Electrification at Ports (Shore Power)	T-5	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.

**Table 4.6-8. Project Consistency with Scoping Plan GHG Emission-Reduction Strategies - Cancer Center Site**

Scoping Plan Measure	Measure Number	Project Consistency
Goods Movement Efficiency Measures <ol style="list-style-type: none"> <li>1. Port Drayage Trucks</li> <li>2. Transport Refrigeration Units Cold Storage Prohibition</li> <li>3. Cargo Handling Equipment, Anti-Idling, Hybrid, Electrification</li> <li>4. Goods Movement Systemwide Efficiency Improvements</li> <li>5. Commercial Harbor Craft Maintenance and Design Efficiency</li> <li>6. Clean Ships</li> <li>7. Vessel Speed Reduction</li> </ol>	T-6	<i>Not applicable.</i> The proposed project would not prevent CARB from implementing this measure.
California Sustainable Freight Action Plan	Recommended	<i>Not applicable.</i> The proposed project would not prevent CARB from implementing this measure.
Heavy-Duty Vehicle GHG Emission Reduction <ol style="list-style-type: none"> <li>1. Tractor-Trailer GHG Regulation</li> <li>2. Heavy-Duty Greenhouse Gas Standards for New Vehicle and Engines (Phase I)</li> </ol>	T-7	<i>Consistent.</i> Heavy-duty vehicles would be required to comply with CARB GHG reduction measures. In addition, the project would not prevent CARB from implementing this measure.
Medium- and Heavy-Duty Vehicle Hybridization Voucher Incentive project	T-8	<i>Consistent.</i> The project's medium- and heavy-duty vehicles (e.g., delivery trucks) could take advantage of the vehicle hybridization action, which would reduce GHG emissions through increased fuel efficiency. In addition, the project would not prevent CARB from implementing this measure.
Medium and Heavy-Duty GHG Phase 2	Recommended	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
High-Speed Rail	T-9	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Transportation Electrification	2022 Appendix D	<i>Consistent.</i> The project would include EV charging requirements within the 2022 Title 24 Standards.

**Table 4.6-8. Project Consistency with Scoping Plan GHG Emission-Reduction Strategies - Cancer Center Site**

Scoping Plan Measure	Measure Number	Project Consistency
<b>VMT Reduction</b>		
Is located on infill sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer)	2022 Appendix D	<i>Consistent.</i> The project site is located on a previously developed site that would be repurposed for the comprehensive cancer site building, and would consolidate cancer facilities and would therefore assist in reducing trip lengths.
Does not result in the loss or conversion of natural and working lands	2022 Appendix D	<i>Consistent.</i> The project site is located on a previously disturbed parcel and would not convert natural or working lands.
Consists of transit-supportive densities (minimum of 20 residential dwelling units per acre), or,  Is in proximity to existing transit stops (within a half mile), or  Satisfies more detailed and stringent criteria specified in the region's SCS.	2022 Appendix D	<i>Consistent.</i> The project is within 200 feet of a bus stop serving the City and greater Ventura County.
Reduces parking requirements by:  Eliminating parking requirements or including maximum allowable parking ratios (i.e., the ratio of parking spaces to residential units or square feet); or Providing residential parking supply at a ratio of less than one parking space per dwelling unit; or  For multifamily residential development, requiring parking costs to be unbundled from costs to rent or own a residential unit.	2022 Appendix D	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
At least 20 percent of units included are affordable to lower-income residents	2022 Appendix D	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.

**Table 4.6-8. Project Consistency with Scoping Plan GHG Emission-Reduction Strategies - Cancer Center Site**

Scoping Plan Measure	Measure Number	Project Consistency
Results in no net loss of existing affordable units	2022 Appendix D	<i>Consistent.</i> With the Janss Road site, the project would result in a “no net loss” of planned residential units on the Cancer Center site.
Uses all-electric appliances without any natural gas connections and does not use propane or other fossil fuels for space heating, water heating, or indoor cooking	2022 Appendix D	<i>Not applicable.</i> The project must meet requirements within the HCAI Office of Statewide Hospital Planning and Development (OSHPD) Building Standards which requires the use of natural gas in certain medical treatment devices. The project would use natural gas in accordance with applicable Title 24 standards at the time of construction.
<b>Electricity and Natural Gas Sector</b>		
Energy Efficiency Measures (Electricity)	E-1	<i>Consistent.</i> The project would comply with current Title 24, Part 6, of the California Code of Regulations energy efficiency standards for electrical appliances and other devices at the time of building construction. The project would include cool roofs, insulating glass windows, and LED lighting to minimize electricity use.
Energy Efficiency (Natural Gas)	CR-1	<i>Consistent.</i> The project would use natural gas in accordance with applicable Title 24 standards at the time of construction.
Solar Water Heating (California Solar Initiative Thermal Program)	CR-2	<i>Not applicable.</i> The project would not prevent CARB from implementing this measure.
Combined Heat and Power	E-2	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Renewable Portfolios Standard (33% by 2020)	E-3	<i>Consistent.</i> While the project would support this goal, the 2020 goal has passed and would no longer apply.
Renewable Portfolios Standard (50% by 2050)	Recommended	<i>Consistent.</i> The project would purchase electricity from SCE who is required to meet the goals within the RPS.
Senate Bill 1 Million Solar Roofs (California Solar Initiative, New Solar Home Partnership, Public Utility Programs) and Earlier Solar Programs	E-4	<i>Not applicable.</i> The project would not prevent CARB from implementing this measure.
<b>Water Sector</b>		
Water Use Efficiency	W-1	<i>Consistent.</i> The proposed project would use high-efficiency toilets, waterless urinals, low-flow fixtures, drip irrigation, and water-efficient landscaping.
Water Recycling	W-2	<i>Not applicable.</i> The proposed project would not prevent CARB from implementing this measure.
Water System Energy Efficiency	W-3	<i>Not applicable.</i> This is applicable for the transmission and treatment of water, but it is not applicable for the project.

**Table 4.6-8. Project Consistency with Scoping Plan GHG Emission-Reduction Strategies - Cancer Center Site**

Scoping Plan Measure	Measure Number	Project Consistency
Reuse Urban Runoff	W-4	<i>Not applicable.</i> The reuse of urban water on site was determined to not be feasible. The project would not prevent CARB from implementing this measure.
Renewable Energy Production	W-5	<i>Not applicable.</i> Applicable for wastewater treatment systems. Not applicable for the project.
<b>Green Buildings</b>		
State Green Building Initiative: Leading the Way with State Buildings (Greening New and Existing State Buildings)	GB-1	<i>Not applicable.</i> The proposed project would not prevent CARB from implementing this measure.
Green Building Standards Code (Greening New Public Schools, Residential and Commercial Buildings)	GB-2	<i>Consistent.</i> The project would be built in accordance with Title 11 CALGreen standards in place at the time building permits are obtained.
Beyond Code: Voluntary Programs at the Local Level (Greening New Public Schools, Residential and Commercial Buildings)	GB-3	<i>Consistent.</i> The project would be built in accordance with Title 11 CALGreen standards in place at the time building permits are obtained.
Greening Existing Buildings (Greening Existing Homes and Commercial Buildings)	GB-4	<i>Not applicable.</i> The proposed project would not prevent CARB from implementing this measure.
<b>Industry Sector</b>		
Energy Efficiency and Co-Benefits Audits for Large Industrial Sources	I-1	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Oil and Gas Extraction GHG Emission Reduction	I-2	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Reduce GHG Emissions by 20% in Oil Refinery Sector	Recommended	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
GHG Emissions Reduction from Natural Gas Transmission and Distribution	I-3	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Refinery Flare Recovery Process Improvements	I-4	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Work with the local air districts to evaluate amendments to their existing leak detection and repair rules for industrial facilities to include methane leaks	I-5	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.

**Table 4.6-8. Project Consistency with Scoping Plan GHG Emission-Reduction Strategies - Cancer Center Site**

Scoping Plan Measure	Measure Number	Project Consistency
<b>Recycling and Waste Management Sector</b>		
Landfill Methane Control Measure	RW-1	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Increasing the Efficiency of Landfill Methane Capture	RW-2	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Mandatory Commercial Recycling	RW-3	<i>Consistent.</i> During both construction and operation of the project, the project would comply with all state regulations related to solid waste generation, storage, and disposal, including the California Integrated Waste Management Act, as amended. During construction, all wastes would be recycled to the maximum extent possible.
Increase Production and Markets for Compost and Other Organics	RW-4	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Anaerobic/Aerobic Digestion	RW-5	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Extended Producer Responsibility	RW-6	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Environmentally Preferable Purchasing	RW-7	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
<b>Forests Sector</b>		
Sustainable Forest Target	F-1	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
<b>High Global Warming Potential Gases Sector</b>		
Motor Vehicle Air Conditioning Systems: Reduction of Refrigerant Emissions from Non-Professional Servicing	H-1	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
SF <sub>6</sub> Limits in Non-Utility and Non-Semiconductor Applications	H-2	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Reduction of Perfluorocarbons in Semiconductor Manufacturing	H-3	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Limit High Global Warming Potential Use in Consumer Products	H-4	<i>Consistent.</i> The project's employees would use consumer products that would comply with the regulations that are in effect at the time of manufacture.

**Table 4.6-8. Project Consistency with Scoping Plan GHG Emission-Reduction Strategies - Cancer Center Site**

Scoping Plan Measure	Measure Number	Project Consistency
Air Conditioning Refrigerant Leak Test During Vehicle Smog Check	H-5	<i>Consistent.</i> Employees of the project would conduct air conditioning refrigerant leak tests during periodic vehicle smog checks.
Stationary Equipment Refrigerant Management Program – Refrigerant Tracking/Reporting/Repair Program	H-6	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Stationary Equipment Refrigerant Management Program – Specifications for Commercial and Industrial Refrigeration	H-6	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
SF <sub>6</sub> Leak Reduction Gas Insulated Switchgear	H-6	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
40% reduction in methane and hydrofluorocarbon emissions	Recommended	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
50% reduction in black carbon emissions	Recommended	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
<b>Agriculture Sector</b>		
Methane Capture at Large Dairies	A-1	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.

**Sources:** CARB 2008, 2017b, 2022.

**Notes:** GHG = greenhouse gas; CARB = California Air Resources Board; EV = electric vehicle; SCE = Southern California Edison; RPS = Renewable Portfolio Standard; CALGreen = California Green Building Standards Code; SF6 = sulfur hexafluoride.



Based on the analysis in Table 4.6-8, the Project would be consistent with the majority of the applicable strategies and measures in the Scoping Plan.

### Project Consistency with Southern California Association of Government’s Regional Transportation Plan/Sustainable Communities Strategy

The SCAG 2020–2045 RTP/SCS is a regional growth management strategy that targets per-capita GHG reduction from passenger vehicles and light trucks in the Southern California region pursuant to SB 375. In addition to demonstrating the region’s ability to attain the GHG emission-reduction targets set forth by CARB, the 2020–2045 RTP/SCS outlines a series of actions and strategies for integrating the transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. Thus, successful implementation of the 2020–2045 RTP/SCS would result in more complete communities with a variety of transportation and housing choices, while reducing automobile use.

The following strategies are intended to be supportive of implementing the 2020–2045 RTP/SCS and reducing GHGs: focus growth near destinations and mobility options, promote diverse housing choices, leverage technology innovations, support implementation of sustainability policies, and promote a green region. The strategies that pertain to SCAG’s support of local jurisdiction sustainability efforts would not apply to the Project because those are strategies that are taken by SCAG to work with local jurisdictions to implement SCAG’s goals and policies (SCAG 2020). Compliance with the remaining applicable strategies is presented below.

- **Focus Growth Near Destinations and Mobility Options.** The Project would facilitate the development of a comprehensive cancer center. The Project would be located in close proximity to existing mass transit and other office and medical support buildings and consolidate cancer patient services in one facility in the region.
- **Leverage Technology Innovations.** The Project would comply with this strategy of the 2020–2045 RTP/SCS because it would be consistent with the County’s General Plan policies and would be required to comply with the 2022 Title 24 Standards and 2022 CALGreen at a minimum, through energy-efficient design and support of low emission technologies for transportation, such as alternative fuel vehicles to reduce per-capita GHG emissions. As required by 2022 CALGreen, the Project would include 27 EV charging spaces for employees and visitors.

In addition to the above applicable SCAG 2020–2045 RTP/SCS strategy analysis, Table 4.6-9 provides a detailed analysis of applicable RTP/SCS policies.

**Table 4.6-9. Project Consistency with Applicable Goals of SCAG’s 2020-2045 RTP/SCS - Cancer Center Site**

Goal	Would the Project conflict?
Improve mobility, accessibility, reliability, and travel safety for people and goods.	<b>No Conflict.</b> The project includes the development of a comprehensive cancer center on a previously developed site. The project would not inhibit SCAG from improving mobility for people or goods in the region.
Enhance the preservation, security, and resilience of the regional transportation system.	<b>No Conflict.</b> The project includes the development of a comprehensive cancer center on a previously developed site. The proximity of the project site to various transportation modes would support the region’s transportation investment and the sustainability of the regional transportation system in support of this goal. The project would not inhibit SCAG from preserving or securing the regional transportation system.

**Table 4.6-9. Project Consistency with Applicable Goals of SCAG’s 2020-2045 RTP/SCS - Cancer Center Site**

Goal	Would the Project conflict?
Increase person and goods movement and travel choices within the transportation system.	<b>No Conflict.</b> The project is located in close proximity to U.S. 101 as well as existing bus infrastructure. The project would also not exceed the per-capita VMT for the City. These project characteristics would not conflict with the goal to increase the person and goods movement and travel choices within the transportation system.
Reduce greenhouse gas emissions and improve air quality.	<b>No Conflict.</b> The project would meet or exceed the applicable requirements of the Title 24 Building Energy Efficiency Standards and CALGreen or applicable version at the time of building permit issuance. The project will include cool roofs, insulated windows, LED lighting, and low-water use features. Based on the above, the project’s design and characteristics would serve to reduce GHG emissions and improve air quality, in support of this goal.
Support healthy and equitable communities.	<b>No Conflict.</b> The project would provide additional cancer services in close proximity to existing residential and bus infrastructure. The project would support SCAG’s promotion of healthy and equitable communities.
Adapt to changing climate and support an integrated regional development pattern and transportation network.	<b>No Conflict.</b> See discussion above regarding the project’s location near U.S. 101 and existing bus infrastructure. The project’s development would support an integrated regional development pattern and transportation network which would in turn serve to reduce GHG emissions in support of this goal.
Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	<b>No Conflict.</b> This goal pertains to SCAG leveraging new transportation technologies and data-driven solutions that result in more efficient travel. The project would not adversely affect SCAG’s ability to develop more efficient travel consistent with this goal.
Encourage development of diverse housing types in areas that are supported by multiple transportation options.	<b>No Conflict.</b> The project includes development of a comprehensive cancer center. The Janns Road site would add residential units for the “no net loss” of units planned on the Cancer Center site. As such, this goal would not apply.
Promote conservation of natural and agricultural lands and restoration of habitats.	<b>No Conflict.</b> The project would be developed on an existing developed site. As such, no natural or agricultural lands would be converted as part of the project.

**Note:** SCAG = Southern California Association of Governments; RTP/SCS = Regional Transportation Plan/Sustainable Communities Strategy; CALGreen = California Green Building Standards Code; GHG = greenhouse gas.

As discussed in Table 4.6-9, the Cancer Center site would not conflict with the 2020–2045 RTP/SCS goals and benefits intended to improve mobility and access to diverse destinations and reduce vehicular demand and associated emissions.

Because the Project would comply with the applicable GHG reduction strategies and policies outlined in the 2020–2045 RTP/SCS, impacts related to consistency with an applicable GHG reduction plan would be **less than significant**.

**Project Consistency with Senate Bill 32 and Executive Order S-3-05**

The Cancer Center site would not impede the attainment of the GHG reduction goals for 2030 or 2050 identified in EO S-3-05 and SB 32. EO S-3-05 establishes the following goals: GHG emissions should be reduced to 2000 levels by 2010, to 1990 levels by 2020, and to 80% below 1990 levels by 2050. SB 32 establishes for a statewide

GHG emissions reduction target whereby CARB, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions, shall ensure that statewide GHG emissions are reduced to at least 40% below 1990 levels by December 31, 2030. While there are no established protocols or thresholds of significance for that future year analysis, CARB forecasts that compliance with the current Scoping Plan puts the state on a trajectory of meeting these long-term GHG goals, although the specific path to compliance is unknown (CARB 2014).

CARB has expressed optimism with regard to both the 2030 and 2050 goals. It states in the First Update to the Climate Change Scoping Plan that “California is on track to meet the near-term 2020 GHG emissions limit and is well positioned to maintain and continue reductions beyond 2020 as required by AB 32” (CARB 2014). With regard to the 2050 target for reducing GHG emissions to 80% below 1990 levels, the First Update to the Climate Change Scoping Plan states the following (CARB 2014):

This level of reduction is achievable in California. In fact, if California realizes the expected benefits of existing policy goals (such as 12,000 megawatts of renewable distributed generation by 2020, net zero energy homes after 2020, existing building retrofits under AB 758, and others) it could reduce emissions by 2030 to levels squarely in line with those needed in the developed world and to stay on track to reduce emissions to 80% below 1990 levels by 2050. Additional measures, including locally driven measures and those necessary to meet federal air quality standards in 2032, could lead to even greater emission reductions.

In other words, CARB believes that the state is on a trajectory to meet the 2030 and 2050 GHG reduction targets set forth in AB 32, SB 32, and EO S-3-05. This is confirmed in the 2030 Scoping Plan, which states (CARB 2017):

The Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities.

### Janss Road Site

The Janss Road site’s consistency with statewide GHG reduction strategies is summarized in detail in Table 4.6-10.

**Table 4.6-10. Applicable Greenhouse Gas-Related Laws and Regulations - Janss Road Site**

Project Component	Applicable Laws/Regulations	GHG Reduction Measures Required for project
<b>Building Components/Facility Operations</b>		
Roofs/Ceilings/ Insulation	CALGreen (Title 24, Part 11)  California Energy Code (Title 24, Part 6)	The project must comply with efficiency standards regarding roofing, ceilings, and insulation. For example: <u>Roofs/Ceilings:</u> New construction must reduce roof heat island effects per CALGreen Section 106.11.2, which requires use of roofing materials having a minimum aged solar reflectance, thermal emittance complying with Section A5.106.11.2.2 and A5.106.11.2.3 or a minimum aged Solar Reflectance Index as specified in Tables A5.106.11.2.2, or A5.106.11.2.3. Roofing materials must also meet solar reflectance and thermal emittance standards contained in Title 20 Standards. <u>Roof/Ceiling Insulation:</u> There are also requirements for the installation of roofing and ceiling insulation. (See Title 24, Part 6, Section 1110.8)
Flooring	CALGreen	The project must comply with efficiency standards regarding flooring materials. For example, 80% of floor area must receive “resilient flooring” and the flooring must meet applicable installation and material requirements contained in CALGreen Section 5.504.4.6.
Window and Doors (Fenestration)	California Energy Code	The project must comply with fenestration efficiency requirements. For example, the choice of windows, glazed doors, and any skylights for the project must conform to energy consumption requirements affecting size, orientation, and types of fenestration products used. (See Title 24, Part 6, Section 3.3.)
Building Walls/ Insulation	CALGreen  California Energy Code	The project must comply with efficiency requirements for building walls and insulation. <u>Exterior Walls:</u> Must meet requirements in current edition of California Energy Code and comply with Sections A5.106.7.1 or A5.106.7.2 of CALGreen for wall surfaces, as well as Section 5.407.1, which requires weather-resistant exterior wall and foundation envelope as required by California Building Code Section 1403.2. Construction must also meet requirements contained in Title 24, Part 6, which vary by material of the exterior walls. (See Title 24, Part 6, Section 3.2.3.) <u>Demising (Interior) Walls:</u> Mandatory insulation requirements for demising walls (which separate conditioned from non-conditioned space) differ by the type of wall material used (Title 24, Part 6, Section 3.2.4). <u>Door Insulation:</u> There are mandatory requirements for air infiltration rates to improve insulation efficiency; they differ according to the type of door (Title 24, Part 6, Section 3.2.5). <u>Flooring Insulation:</u> There are mandatory requirements for insulation that depend on the material and location of the flooring (Title 24, Part 6, Section 3.2.6).

**Table 4.6-10. Applicable Greenhouse Gas-Related Laws and Regulations - Janss Road Site**

Project Component	Applicable Laws/Regulations	GHG Reduction Measures Required for project
Finish Materials	CALGreen	The project must comply with pollutant control requirements for finish materials. For example, materials including adhesives, sealants, caulks, paints and coatings, carpet systems, and composite wood products must meet requirements in CALGreen to ensure pollutant control (CALGreen Section 5.504.4).
Wet Appliances (Toilets/Faucets/Urinal, Dishwasher/Clothes Washer, Spa and Pool/Water Heater)	CALGreen California Energy Code Appliance Efficiency Regulations (Title 20 Standards)	<p>Wet appliances associated with the project must meet various efficiency requirements. For example:</p> <p>Spa and Pool: Use associated with the project is subject to appliance efficiency requirements for service water heating systems and equipment, spa and pool heating systems and equipment. (See Title 24, Part 6, Sections 110.3, 110.4, 110.5; Title 20 Standards, Sections 1605.1[g], 1605.3[g]; see also California Energy Code.)</p> <p>Toilets/Faucets/Urinals: Use associated with the project is subject to new maximum rates for toilets, urinals, and faucets effective January 1, 2016 (Title 20 Standards, Sections 1605.1[h], [i] 1065.3[h], [i]):</p> <ul style="list-style-type: none"> <li>▪ Showerheads maximum flow rate 2.5 gpm at 80 psi</li> <li>▪ Wash fountains 2.2 × (rim space in inches/20) gpm at 60 psi</li> <li>▪ Metering faucets 0.25 gallons/cycle</li> <li>▪ Lavatory faucets and aerators 1.2 gpm at 60 psi</li> <li>▪ Kitchen faucets and aerators 1.8 gpm with optional temporary flow of 2.2 gpm at 60 psi</li> <li>▪ Public lavatory faucets 0.5 gpm at 60 psi</li> <li>▪ Trough-type urinals 16 inches length</li> <li>▪ Wall mounted urinals 0.125 gallons per flush</li> <li>▪ Other urinals 0.5 gallons per flush</li> </ul> <p>Water Heaters: Use associated with the project is subject to appliance efficiency requirements for water heaters. (Title 20 Standards, Sections 1605.1[f], 1605.3[f].)</p> <p>Dishwasher/Clothes Washer: Use associated with the project is subject to appliance efficiency requirements for dishwashers and clothes washers. (Title 20 Standards, Sections 1605.1[o], [p], [q], 1605.3[o], [p], [q].)</p>

**Table 4.6-10. Applicable Greenhouse Gas-Related Laws and Regulations - Janss Road Site**

Project Component	Applicable Laws/Regulations	GHG Reduction Measures Required for project
Dry Appliances (Refrigerator/Freezer, Heater/Air Conditioner, Clothes Dryer)	Title 20 Standards CALGreen	<p>Dry appliances associated with the project must meet various efficiency requirements. For example:</p> <p><u>Refrigerator/Freezer</u>: Use associated with the project is subject to appliance efficiency requirements for refrigerators and freezers. (Title 20 Standards, Sections 1605.1[a], 1605.3[a].)</p> <p><u>Heater/Air Conditioner</u>: Use associated with the project is subject to appliance efficiency requirements for heaters and air conditioners. (Title 20 Standards, Sections 1605.1[b], [c], [d], [e], 1605.3[b], [c], [d], [e] as applicable.)</p> <p><u>Clothes Dryer</u>: Use associated with the project is subject to appliance efficiency requirements for clothes dryers. (Title 20 Standards, Section 1605.1[q].)</p>
	CALGreen	Installations of HVAC, refrigeration, and fire suppression equipment must comply with CALGreen Sections 5.508.1.1 and 508.1.2, which prohibits CFCs, halons, and certain HCFCs and HFCs.
Lighting	Title 20 Standards	<p>Lighting associated with the project will be subject to energy efficiency requirements contained in Title 20 Standards.</p> <p><u>General Lighting</u>: Indoor and outdoor lighting associated with the project must comply with applicable appliance efficiency regulations (Title 20 Standards, Sections 1605.1[j], [k], [n], 1605.3[j], [k], [n]).</p> <p><u>Emergency lighting and self-contained lighting</u>: the project must also comply with applicable appliance efficiency regulations (Title 20 Standards, Sections 1605.1[l], 1605.3[l]).</p> <p><u>Traffic Signal Lighting</u>: For any necessary project improvements involving traffic lighting, traffic signal modules and traffic signal lamps will need to comply with applicable appliance efficiency regulations (Title 20 Standards, Sections 1605.1[m], 1605.3[m]).</p>
	California Energy Code	<p>Lighting associated with the project will also be subject to energy efficiency requirements contained in Title 24, Part 6, which contains energy standards for non-residential indoor lighting and outdoor lighting. (See Title 24 Part 6, Sections 5 and 6.)</p> <p>Mandatory lighting controls for indoor lighting include, for example, regulations for automatic shut-off, automatic daytime controls, demand responsive controls, and certificates of installation. (See Title 24 Part 6, Section 5.) Regulations for outdoor lighting include, for example, creation of lighting zones, lighting power requirements, a hardscape lighting power allowance, requirements for outdoor incandescent and luminaire lighting, and lighting control functionality. (See Title 24 Part 6, Section 6.)</p>

**Table 4.6-10. Applicable Greenhouse Gas-Related Laws and Regulations - Janss Road Site**

Project Component	Applicable Laws/Regulations	GHG Reduction Measures Required for project
	AB 1109	Lighting associated with the project will be subject to energy efficiency requirements adopted pursuant to AB 1109.  Enacted in 2007, AB 1109 required the CEC to adopt minimum energy efficiency standards for general purpose lighting, to reduce electricity consumption 25% for indoor commercial lighting.
Bicycle and Vehicle Parking	CALGreen	The project will be required to provide compliant bicycle parking, fuel-efficient vehicle parking, and electric vehicle charging spaces (CALGreen Sections 5.106.4, 5.106.5.1, 5.106.5.3).
	California Energy Code	The project is also subject to parking requirements contained in Title 24, Part 6. For example, parking capacity is to meet but not exceed minimum local zoning requirements and the project should employ approved strategies to reduce parking capacity (Title 24, Part 6, Section 106.6).
Landscaping	CALGreen	CALGreen requires and has further voluntary provisions for: <ul style="list-style-type: none"> <li>▪ A water budget for landscape irrigation use</li> <li>▪ For new water service, separate meters or submeters must be installed for indoor and outdoor potable water use for landscaped areas of 1,000–5,000 square feet</li> <li>▪ Provide water-efficient landscape design that reduces use of potable water beyond initial requirements for plant installation and establishment</li> </ul>
	Model Water Efficient Landscaping Ordinance	The model ordinance promotes efficient landscaping in new developments and establishes an outdoor water budget for new and renovated landscaped areas that are 500 square feet or larger. (23 CCR, Division 2, Chapter 2.7.)
	Cap-and-Trade Program	Transportation fuels used in landscape maintenance equipment (e.g., gasoline) would be subject to the Cap-and-Trade Program. (See “Energy Use,” below.)
Refrigerants	CARB Management of High GWP Refrigerants for Stationary Sources	Any refrigerants associated with the project will be subject to CARB standards. CARB’s Regulation for the Management of High GWP Refrigerants for Stationary Sources (1) reduces emissions of high-GWP refrigerants from leaky stationary, non-residential refrigeration equipment; (2) reduces emissions resulting from the installation and servicing of stationary refrigeration and air conditioning appliances using high-GWP refrigerants; and (3) requires verification of GHG emission reductions. (17 CCR 95380 et seq.)
Consumer Products	CARB High GWP GHGs in Consumer Products	All consumer products associated with the project will be subject to CARB standards. CARB’s consumer products regulations set VOC limits for numerous categories of consumer products and limit the reactivity of the ingredients used in numerous categories of aerosol coating products (17 CCR, Division 3, Chapter 1, Subchapter 8.5).

**Table 4.6-10. Applicable Greenhouse Gas-Related Laws and Regulations - Janss Road Site**

Project Component	Applicable Laws/Regulations	GHG Reduction Measures Required for project
<b>Construction</b>		
Use of Off-Road Diesel Engines, Vehicles, and Equipment	CARB In-Use Off-Road Diesel Vehicle Regulation	<p>Any relevant vehicle or machine use associated with the project will be subject to CARB standards.</p> <p>The CARB In-Use-Off-Road Diesel Vehicle Regulation applies to certain off-road diesel engines, vehicles, or equipment greater than 25 horsepower. The regulation (1) imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; (2) requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System) and labeled; (3) restricts the adding of older vehicles into fleets starting on January 1, 2014; and (4) requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits).</p> <p>The requirements and compliance dates of the Off-Road regulation vary by fleet size, as defined by the regulation.</p>
	Cap-and-Trade Program	Transportation fuels (e.g., gasoline) used in equipment operation would be subject to the Cap-and-Trade Program. (See "Energy Use," below.)
Greening New Construction	CALGreen	<p>All new construction, including the project, must comply with CALGreen, as discussed in more detail throughout this table.</p> <p>Adoption of the mandatory CALGreen standards for construction has been essential for improving the overall environmental performance of new buildings; it also sets voluntary targets for builders to exceed the mandatory requirements.</p>
Construction Waste	CALGreen	The project will be subject to CALGreen requirements for construction waste reduction, disposal, and recycling, such as a requirement to recycle and/or salvage for reuse a minimum of 50% of the non-hazardous construction waste in accordance with Sections 5.408.1.1, 5.408.1.2, or 5.408.1.3 or to meet a local construction and demolition waste management ordinance, whichever is more stringent.
Worker, vendor and truck vehicle trips (on-road vehicles)	Cap-and-Trade Program	Transportation fuels (e.g., gasoline) used in worker, vendor and truck vehicle trips would be subject to the Cap-and-Trade Program.
<b>Solid Waste</b>		
Solid Waste Management	Landfill Methane Control Measure	Waste associated with the project will be disposed per state requirements for landfills, material recovery facilities, and transfer stations. Per the statewide GHG emissions inventory, the largest emissions from waste management sectors come from landfills and are in the form of CH <sub>4</sub> .



**Table 4.6-10. Applicable Greenhouse Gas-Related Laws and Regulations - Janss Road Site**

Project Component	Applicable Laws/Regulations	GHG Reduction Measures Required for project
		<p>In 2010, CARB adopted a regulation that reduces emissions from CH<sub>4</sub> in landfills, primarily by requiring owners and operators of certain uncontrolled municipal solid waste landfills to install gas collection and control systems and requiring existing and newly installed gas and control systems to operate in an optimal manner. The regulation allows local air districts to voluntarily enter into a memorandum of understanding with CARB to implement and enforce the regulation and to assess fees to cover costs of implementation.</p>
	Mandatory Commercial Recycling (AB 341)	<p>AB 341 will require the project, if it generates 4 cubic yards or more of commercial solid waste per week, to arrange for recycling services using one of the following: self-haul, subscription to a hauler(s), arranging for pickup of recyclable materials, subscription to a recycling service that may include mixed waste processing that yields diversion results comparable to source separation.</p> <p>The project will also be subject to local commercial solid waste recycling program required to be implemented by each jurisdiction under AB 341.</p>
	CALGreen	<p>The project will be subject to CALGreen requirement to provide areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling (CALGreen Section 5.410.1).</p>
<b>Energy Use</b>		
Electricity/Natural Gas Generation	Cap-and-Trade Program	<p>Electricity and natural gas usage associated with the project will be subject to the Cap-and-Trade Program.</p> <p>The rules came into effect on January 1, 2013, applying to large electric power plants and large industrial plants. In 2015, importers and distributors of fossil fuels were added to the Cap-and-Trade Program in the second phase.</p> <p>Specifically, on January 1, 2015, cap-and-trade compliance obligations were phased in for suppliers of natural gas, RBOB, distillate fuel oils, and liquefied petroleum gas that meet or exceed specified emissions thresholds. The threshold that triggers a cap-and-trade compliance obligation for a fuel supplier is 25,000 MT CO<sub>2e</sub> or more annually from the GHG emissions that would result from full combustion or oxidation of quantities of fuels (including natural gas, RBOB, distillate fuel oil, liquefied petroleum gas, and blended fuels that contain these fuels) imported and/or delivered to California.</p>
Renewable Energy	California RPS (SB X1-2, SB 350, and SB 100)	<p>Energy providers associated with the project will be required to comply with RPS set by SB X1-2, SB 350, and SB 100.</p> <p>SB X1-2 requires investor-owned utilities, publicly owned utilities, and electric service providers to increase purchases of renewable energy such that at least 33% of retail sales are procured from</p>

**Table 4.6-10. Applicable Greenhouse Gas-Related Laws and Regulations - Janss Road Site**

Project Component	Applicable Laws/Regulations	GHG Reduction Measures Required for project
		<p>renewable energy resources by December 31, 2020. In the interim, each entity was required to procure an average of 20% of renewable energy for the period of January 1, 2011, through December 31, 2013, and an average of 25% by December 31, 2016, and 33% by 2020.</p> <p>SB 350 requires retail sellers and publicly owned utilities to procure 50% of their electricity from eligible renewable energy resources by 2030.</p> <p>SB 100 increased the standards set forth in SB 350 establishing that 44% of the total electricity sold to retail customers in California per year by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030, be secured from qualifying renewable energy sources. SB 100 states that it is the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of the retail sales of electricity to California by 2045.</p>
	Million Solar Roofs Program (SB 1)	<p>The project will participate in California's energy market, which is affected by implementation of the Million Solar Roofs Program.</p> <p>As part of Governor Schwarzenegger's Million Solar Roofs Program, California has set a goal to install 3,000 megawatts of new, solar capacity through 2016. The Million Solar Roofs Program is a ratepayer-financed incentive program aimed at transforming the market for rooftop solar systems by driving down costs over time.</p>
	California Solar Initiative- Thermal Program	<p>The project will participate in California's energy market, which is affected by implementation of the California Solar Initiative—Thermal Program. Multifamily and commercial properties qualify for rebates of up to \$800,000 on solar water heating systems and eligible solar pool heating systems qualify for rebates of up to \$500,000. Funding for the California Solar Initiative—Thermal Program comes from ratepayers of Pacific Gas &amp; Electric, SCE, Southern California Gas Company, and San Diego Gas &amp; Electric. The rebate program is overseen by the CPUC as part of the California Solar Initiative.</p>
	Waste Heat and Carbon Emissions Reduction Act (AB 1613, AB 2791)	<p>The project will participate in California's energy market, which is affected by implementation of the Waste Heat and Carbon Emissions Reduction Act.</p>

**Table 4.6-10. Applicable Greenhouse Gas-Related Laws and Regulations - Janss Road Site**

Project Component	Applicable Laws/Regulations	GHG Reduction Measures Required for project
		<p>Originally enacted in 2007 and in 2008, this act directed the CEC, CPUC, and CARB to implement a program that would encourage the amended development of new combined heat and power systems in California with a generating capacity of not more than 20 megawatts, to increase combined heat and power use by 30,000 gigawatt-hours. The CPUC publicly owned electric utilities, and CEC duly established policies and procedures for the purchase of electricity from eligible combined heat and power systems.</p> <p>CEC guidelines require combined heat and power systems to be designed to reduce waste energy; have a minimum efficiency of 60%; have NO<sub>x</sub> emissions of no more than 0.07 pounds per megawatt-hour; be sized to meet eligible customer generation thermal load; operate continuously in a manner that meets expected thermal load and optimizes efficient use of waste heat; and be cost effective, technologically feasible, and environmentally beneficial.</p>
	Title 24	Section 110.10 of the 2019 Title 24 energy code introduced the requirement for residential buildings to include solar.
<b>Vehicular/Mobile Sources</b>		
General	SB 375 and SJCOG RTP/SCS	The project complies with, and is subject to, the SCAG adopted RTP/SCS in 2020. See Table 4.6-12 below for a detailed discussion.
Fuel	Low Carbon Fuel Standard (LCFS)/EO S-01-07	Auto trips associated with the project will be subject to LCFS (EO S-01-07), which requires a 10% or greater reduction in the average fuel carbon intensity by 2020 with a 2010 baseline for transportation fuels in California regulated by CARB. The program establishes a strong framework to promote the low carbon fuel adoption necessary to achieve the governor's 2030 and 2050 GHG goals.
	Cap-and-Trade Program	<p>Use of gasoline associated with the project will be subject to the Cap-and-Trade Program.</p> <p>The rules came into effect on January 1, 2013, applying to large electric power plants and large industrial plants. In 2015, importers and distributors of fossil fuels were added to the Cap-and-Trade Program in the second phase.</p> <p>Specifically, on January 1, 2015, cap-and-trade compliance obligations were phased in for suppliers of natural gas, RBOB, distillate fuel oils, and liquefied petroleum gas that meet or exceed specified emissions thresholds. The threshold that triggers a cap-and-trade compliance obligation for a fuel supplier is 25,000 MT CO<sub>2e</sub> or more annually from the GHG emissions that would result from full combustion or oxidation of quantities of fuels (including natural gas, RBOB, distillate fuel oil, liquefied petroleum gas, and blended fuels that contain these fuels) imported and/or delivered to California.</p>

**Table 4.6-10. Applicable Greenhouse Gas-Related Laws and Regulations - Janss Road Site**

Project Component	Applicable Laws/Regulations	GHG Reduction Measures Required for project
Automotive Refrigerants	CARB Regulation for Small Containers of Automotive Refrigerant	Vehicles associated with the project will be subject to CARB's Regulation for Small Containers of Automotive Refrigerant (17 CCR 95360 et seq). The regulation applies to the sale, use, and disposal of small containers of automotive refrigerant with a GWP greater than 150. The regulation achieves emission reductions through implementation of four requirements: (1) use of a self-sealing valve on the container, (2) improved labeling instructions, (3) a deposit and recycling program for small containers, and (4) an education program that emphasizes best practices for vehicle recharging. This regulation went into effect on January 1, 2010, with a 1-year sell-through period for containers manufactured before January 1, 2010. The target recycle rate was initially set at 90% and rose to 95% beginning January 1, 2012.
Light-Duty Vehicles	AB 1493 (or the Pavley Standard)	<p>Cars that drive to and from the project will be subject to AB 1493, which directed CARB to adopt a regulation requiring the maximum feasible and cost-effective reduction of GHG emissions from new passenger vehicles.</p> <p>Pursuant to AB 1493, CARB adopted regulations that establish a declining fleet average standard for CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, and HFCs (air conditioner refrigerants) in new passenger vehicles and light-duty trucks beginning with the 2009 model year and phased-in through the 2016 model year. These standards are divided into those applicable to lighter and those applicable to heavier portions of the passenger vehicle fleet.</p> <p>The regulations will reduce "upstream" smog-forming emissions from refining, marketing, and distribution of fuel.</p>
	Advanced Clean Car and ZEV Programs	<p>Cars that drive to and from the project will be subject to the Advanced Clean Car and ZEV Programs.</p> <p>In January 2012, CARB approved a new emissions-control program for model years 2017 through 2025. The program combines the control of smog, soot and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards called Advanced Clean Cars. By 2025, new automobiles will emit 34% fewer global warming gases and 75% fewer smog-forming emissions.</p> <p>The ZEV program will act as the focused technology of the Advanced Clean Cars program by requiring manufacturers to produce increasing numbers of ZEVs and plug-in hybrid electric vehicles in the 2018-2025 model years.</p>
	Tire Inflation Regulation	Cars that drive to and from the project will be subject to the CARB Tire Inflation Regulation, which took effect on September 1, 2010, and applies to vehicles with a gross vehicle weight rating of 10,000 pounds or less.

**Table 4.6-10. Applicable Greenhouse Gas-Related Laws and Regulations - Janss Road Site**

Project Component	Applicable Laws/Regulations	GHG Reduction Measures Required for project
		<p>Under this regulation, automotive service providers must, among other things, check and inflate each vehicle's tires to the recommended tire pressure rating with air or nitrogen, as appropriate, at the time of performing any automotive maintenance or repair service; keep a copy of the service invoice for a minimum of 3 years; and make the vehicle service invoice available to the CARB or its authorized representative upon request.</p>
	EPA and NHTSA GHG and CAFE standards.	Mobile sources that travel to and from the project would be subject to EPA and NHTSA GHG and CAFE standards for passenger cars, light-duty trucks, and medium-duty passenger vehicles. (75 FR 25324-25728 and 77 FR 62624-63200.)
Medium- and Heavy-Duty Vehicles	CARB In-Use On-Road Heavy-Duty Diesel Vehicles Regulation (Truck and Bus Regulation)	<p>Any heavy-duty trucks associated with the project will be subject to CARB standards.</p> <p>The regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet PM filter requirements. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent.</p> <p>The regulation applies to nearly all privately and federally owned diesel fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating greater than 14,000 pounds.</p>
	CARB In-Use Off-Road Diesel Vehicle Regulation	<p>Any relevant vehicle or machine use associated with the project will be subject to CARB standards.</p> <p>The CARB In-Use-Off-Road Diesel Vehicle Regulation applies to certain off-road diesel engines, vehicles, or equipment greater than 25 horsepower. The regulation (1) imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; (2) requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System) and labeled; (3) restricts the adding of older vehicles into fleets starting on January 1, 2014; and (4) requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits).</p> <p>The requirements and compliance dates of the Off-Road regulation vary by fleet size, as defined by the regulation.</p>
	Heavy-Duty Vehicle GHG Emission Reduction Regulation	<p>Any relevant vehicle or machine use associated with the project will be subject to CARB standards.</p> <p>The CARB Heavy-Duty Vehicle GHG Emission Reduction Regulation applies to heavy-duty tractors that pull 53-foot or longer box-type trailers. (17 CCR 95300 et seq.) Fuel efficiency is improved through improvements in tractor and trailer aerodynamics and the use of low rolling resistance tires.</p>

**Table 4.6-10. Applicable Greenhouse Gas-Related Laws and Regulations - Janss Road Site**

Project Component	Applicable Laws/Regulations	GHG Reduction Measures Required for project
	EPA and NHTSA GHG and CAFE standards.	Mobile sources that travel to and from the project would be subject to EPA and NHTSA GHG and CAFE standards for medium- and heavy-duty vehicles. (76 FR 57106-57513.)
<b>Water Use</b>		
Water Use Efficiency	Emergency State Water Board Regulations	<p>Water use associated with the project will be subject to emergency regulations.</p> <p>On May 18, 2016, partially in response to EO B-27-16, the SWRCB adopted emergency water use regulations (23 CCR 864.5 and amended and re-adopted Sections 863, 864, 865, and 866). The regulation directs the SWRCB, Department of Water Resources, and CPUC to implement rates and pricing structures to incentivize water conservation, and calls upon water suppliers, homeowners' associations, California businesses, landlords and tenants, and wholesale water agencies to take stronger conservation measures.</p>
	EO B-37-16	<p>Water use associated with the project will be subject to Emergency EO B-37-16, issued May 9, 2016, which directs the SWRCB to adjust emergency water conservation regulations through the end of January 2017 to reflect differing water supply conditions across the state.</p> <p>The SWRCB must also develop a proposal to achieve a mandatory reduction of potable urban water usage that builds off the mandatory 25% reduction called for in EO B-29-15. The SWRCB and Department of Water Resources will develop new, permanent water use targets to which the project will be subject.</p> <p>The SWRCB will permanently prohibit water-wasting practices such as hosing off sidewalks, driveways, and other hardscapes; washing automobiles with hoses not equipped with a shut-off nozzle; using non-recirculated water in a fountain or other decorative water feature; watering lawns in a manner that causes runoff, or within 48 hours after measurable precipitation; and irrigating ornamental turf on public street medians.</p>
	EO B-40-17	EO B-40-17 lifted the drought emergency in all California counties except Fresno, Kings, Tulare, and Tuolumne. It also rescinds EO B-29-15, but expressly states that EO B-37-16 remains in effect and directs the SWRCB to continue development of permanent prohibitions on wasteful water use to which the project will be subject.
	SB X7-7	Water provided to the project will be affected by SB X7-7's requirements for water suppliers. SB X7-7, or the Water Conservation Act of 2009, requires all water suppliers to increase water use efficiency. It also requires, among other things, that the Department of Water Resources, in consultation with other state agencies, develop a single standardized water use reporting form, which would be used by both urban and agricultural water agencies.

**Table 4.6-10. Applicable Greenhouse Gas-Related Laws and Regulations - Janss Road Site**

Project Component	Applicable Laws/Regulations	GHG Reduction Measures Required for project
	CALGreen	The project is subject to CALGreen's water efficiency standards, including a required 20% mandatory reduction in indoor water use. (CALGreen, Division 4.3.)
	California Water Code, Division 6, Part 2.10, Sections 10910-10915.	Development and approval of the project requires the development of a project-specific Water Supply Assessment.
	Cap-and-Trade Program	The project will utilize water and discharge wastewater to the local utility. Thus, the Cap-and-Trade Program does not apply to the project.
	California RPS (SB X1-2, SB 350, SB 100)	Electricity usage associated with water and wastewater supply, treatment and distribution associated with the project will be required to comply with RPS set by SB X1-2, SB 350, and SB 100.

**Notes:** CALGreen = California Green Building Standards Code; gpm = gallons per minute; psi = pounds per square inch; HVAC = heating, ventilation, and air conditioning; CFC = chlorofluorocarbon; HCFC = hydrochlorofluorocarbon; HFC = hydrofluorocarbon; AB = Assembly Bill; CEC = California Energy Commission; CARB = California Air Resources Board; GWP = global warming potential; GHG = greenhouse gas; VOC = volatile organic compound; CH<sub>4</sub> = methane; RBOB = reformulated gasoline blendstock for oxygenate blending; MT = metric tons; CO<sub>2e</sub> = carbon dioxide equivalent; RPS = Renewable Portfolio Standard; SB = Senate Bill; SCE = Southern California Edison; CPUC = California Public Utilities Commission; NO<sub>x</sub> = oxides of nitrogen; SJCOG = San Joaquin Council of Governments; RTP/SCS = Regional Transportation Plan/Sustainable Communities Strategy; EO = Executive Order; CO<sub>2</sub> = carbon dioxide; N<sub>2</sub>O = nitrous oxide; ZEV = zero emission vehicle EPA = Environmental Protection Agency; NHTSA = National Highway Traffic Safety Administration; PM = particulate matter; SWRCB = State Water Resources Control Board.

As shown in Table 4.6-10, the Janss Road site would be required to comply with the various GHG-reducing regulations.

### Project Consistency with CARB's Scoping Plan

The Scoping Plan, approved by CARB in 2008 and updated in 2014, 2017, and 2022 provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. As such, the Scoping Plan is not directly applicable to specific projects, nor is it intended to be used for project-level evaluations.<sup>3</sup> Under the Scoping Plan, however, there are several state regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-GWP GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., Low-Carbon Fuel Standard), among others. The Janss Road site would comply with all applicable regulations adopted in furtherance of the Scoping Plan to the extent required by law.

The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32 and establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. Table 4.6-11 highlights measures that have been developed under the Scoping Plan and the project's consistency with those measures. Table 4.6-11 also includes measures recommended in the Scoping Plan. To the extent that these regulations are applicable to the project, its inhabitants, or uses, the Janss Road site would comply with all applicable regulations adopted in furtherance of the Scoping Plan.

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<sup>3</sup> The Final Statement of Reasons for the amendments to the State CEQA Guidelines reiterates the statement in the Initial Statement of Reasons that "the Scoping Plan may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan" (CNRA 2009).



**Table 4.6-11. Project Consistency with Scoping Plan GHG Emission-Reduction Strategies - Janss Road Site**

Scoping Plan Measure	Measure Number	Project Consistency
<b>Transportation Sector</b>		
Advanced Clean Cars	T-1	<i>Consistent.</i> The project's residents would purchase vehicles in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase.
Low Carbon Fuel Standard	T-2	<i>Consistent.</i> Motor vehicles driven by the project's residents would use compliant fuels.
Low Carbon Fuel Standard (18% reduction in carbon intensity by 2030)	Recommended	<i>Consistent.</i> Motor vehicles driven by the project's residents would use compliant fuels.
Regional Transportation-Related GHG Targets	T-3	<i>Not applicable.</i> The proposed project would not prevent CARB from implementing this measure.
Advanced Clean Transit	Recommended	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Last Mile Delivery	Recommended	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Reduction in Vehicle Miles Traveled	Recommended	<i>Not applicable.</i> The project would not prevent CARB from implementing this measure.
Vehicle Efficiency Measures 1. Tire Pressure 2. Fuel Efficiency Tire Program 3. Low-Friction Oil 4. Solar-Reflective Automotive Paint and Window Glazing	T-4	<i>Consistent.</i> These standards would be applicable to the light-duty vehicles that would access the project site. Motor vehicles driven by the project's residents would maintain proper tire pressure when their vehicles are serviced. The project's residents would replace tires in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase. Motor vehicles driven by the project's residents would use low-friction oils when their vehicles are serviced. The project's residents would purchase vehicles in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase. In addition, the project would not prevent CARB from implementing this measure.
Ship Electrification at Ports (Shore Power)	T-5	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Goods Movement Efficiency Measures 1. Port Drayage Trucks 2. Transport Refrigeration Units Cold Storage Prohibition 3. Cargo Handling Equipment, Anti-Idling, Hybrid, Electrification 4. Goods Movement Systemwide Efficiency Improvements	T-6	<i>Not applicable.</i> The proposed project would not prevent CARB from implementing this measure.

**Table 4.6-11. Project Consistency with Scoping Plan GHG Emission-Reduction Strategies - Janss Road Site**

Scoping Plan Measure	Measure Number	Project Consistency
5. Commercial Harbor Craft Maintenance and Design Efficiency 6. Clean Ships 7. Vessel Speed Reduction		
California Sustainable Freight Action Plan	Recommended	<i>Not applicable.</i> The proposed project would not prevent CARB from implementing this measure.
Heavy-Duty Vehicle GHG Emission Reduction 1. Tractor-Trailer GHG Regulation 2. Heavy-Duty Greenhouse Gas Standards for New Vehicle and Engines (Phase I)	T-7	<i>Consistent.</i> Heavy-duty vehicles would be required to comply with CARB GHG reduction measures. In addition, the project would not prevent CARB from implementing this measure.
Medium- and Heavy-Duty Vehicle Hybridization Voucher Incentive project	T-8	<i>Consistent.</i> The project's medium- and heavy-duty vehicles (e.g., delivery trucks) could take advantage of the vehicle hybridization action, which would reduce GHG emissions through increased fuel efficiency. In addition, the project would not prevent CARB from implementing this measure.
Medium and Heavy-Duty GHG Phase 2	Recommended	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
High-Speed Rail	T-9	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Transportation Electrification	2022 Appendix D	<i>Consistent.</i> The project would include EV charging requirements within the 2022 Title 24 Standards.
<b>VMT Reduction</b>		
Is located on infill sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer)	2022 Appendix D	<i>Consistent.</i> The project site is located on an infill site surrounded by urban uses that would be repurposed for the residential units.
Does not result in the loss or conversion of natural and working lands	2022 Appendix D	<i>Consistent.</i> The project site is located on a previously disturbed parcel and would not convert natural or working lands. The project would ensure no net loss of residential units in the City.

**Table 4.6-11. Project Consistency with Scoping Plan GHG Emission-Reduction Strategies - Janss Road Site**

Scoping Plan Measure	Measure Number	Project Consistency
<p>Consists of transit-supportive densities (minimum of 20 residential dwelling units per acre), or,</p> <p>Is in proximity to existing transit stops (within a half mile), or</p> <p>Satisfies more detailed and stringent criteria specified in the region's SCS.</p>	2022 Appendix D	<i>Consistent.</i> The project is within 600 feet of a bus stop serving the City and greater Ventura County.
<p>Reduces parking requirements by:</p> <p>Eliminating parking requirements or including maximum allowable parking ratios (i.e., the ratio of parking spaces to residential units or square feet); or</p> <p>Providing residential parking supply at a ratio of less than one parking space per dwelling unit; or</p> <p>For multifamily residential development, requiring parking costs to be unbundled from costs to rent or own a residential unit.</p>	2022 Appendix D	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
At least 20 percent of units included are affordable to lower-income residents	2022 Appendix D	<i>Not applicable.</i> This measure does not apply to the project. The project is a rezoning for no net loss of residential at the Cancer Center site. It is too speculative at this stage to determine the affordability of the units. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Results in no net loss of existing affordable units	2022 Appendix D	<i>Consistent.</i> Janss Road site would result in no net loss of residential units from the Cancer Center site.
Uses all-electric appliances without any natural gas connections and does not use propane or other fossil fuels for space heating, water heating, or indoor cooking	2022 Appendix D	<i>Not applicable.</i> Natural gas infrastructure exists at the site from the previous development. The project is a rezoning for a no net loss of residential units at the Cancer Center site. It is too speculative at this time to determine what utilities will be used. Current and future energy standards may require all-electric development. The project would use natural gas in accordance with applicable Title 24 standards at the time of construction.

**Table 4.6-11. Project Consistency with Scoping Plan GHG Emission-Reduction Strategies - Janss Road Site**

Scoping Plan Measure	Measure Number	Project Consistency
<b>Electricity and Natural Gas Sector</b>		
Energy Efficiency Measures (Electricity)	E-1	<i>Consistent.</i> The project would comply with current Title 24, Part 6, of the California Code of Regulations energy efficiency standards for electrical appliances and other devices at the time of building construction.
Energy Efficiency (Natural Gas)	CR-1	<i>Consistent.</i> The project would use natural gas in accordance with applicable Title 24 standards at the time of construction.
Solar Water Heating (California Solar Initiative Thermal Program)	CR-2	<i>Not applicable.</i> The project would not prevent CARB from implementing this measure.
Combined Heat and Power	E-2	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Renewable Portfolios Standard (33% by 2020)	E-3	<i>Consistent.</i> While the project would support this goal, the 2020 goal has passed and would no longer apply.
Renewable Portfolios Standard (50% by 2050)	Recommended	<i>Consistent.</i> The project would purchase electricity from SCE who is required to meet the goals within the RPS.
Senate Bill 1 Million Solar Roofs (California Solar Initiative, New Solar Home Partnership, Public Utility Programs) and Earlier Solar Programs	E-4	<i>Not applicable.</i> The project would not prevent CARB from implementing this measure.
<b>Water Sector</b>		
Water Use Efficiency	W-1	<i>Not applicable.</i> The proposed project would not prevent CARB from implementing this measure.
Water Recycling	W-2	<i>Not applicable.</i> The proposed project would not prevent CARB from implementing this measure.
Water System Energy Efficiency	W-3	<i>Not applicable.</i> This is applicable for the transmission and treatment of water, but it is not applicable for the project.
Reuse Urban Runoff	W-4	<i>Not applicable.</i> The reuse of urban water on site was determined to not be feasible. The project would not prevent CARB from implementing this measure.
Renewable Energy Production	W-5	<i>Not applicable.</i> Applicable for wastewater treatment systems. Not applicable for the project.
<b>Green Buildings</b>		
State Green Building Initiative: Leading the Way with State Buildings (Greening New and Existing State Buildings)	GB-1	<i>Not applicable.</i> The proposed project would not prevent CARB from implementing this measure.

**Table 4.6-11. Project Consistency with Scoping Plan GHG Emission-Reduction Strategies - Janss Road Site**

Scoping Plan Measure	Measure Number	Project Consistency
Green Building Standards Code (Greening New Public Schools, Residential and Commercial Buildings)	GB-2	<i>Not applicable.</i> The proposed project would not prevent CARB from implementing this measure.
Beyond Code: Voluntary Programs at the Local Level (Greening New Public Schools, Residential and Commercial Buildings)	GB-3	<i>Not applicable.</i> The proposed project would not prevent CARB from implementing this measure.
Greening Existing Buildings (Greening Existing Homes and Commercial Buildings)	GB-4	<i>Not applicable.</i> The proposed project would not prevent CARB from implementing this measure.
<b>Industry Sector</b>		
Energy Efficiency and Co-Benefits Audits for Large Industrial Sources	I-1	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Oil and Gas Extraction GHG Emission Reduction	I-2	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Reduce GHG Emissions by 20% in Oil Refinery Sector	Recommended	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
GHG Emissions Reduction from Natural Gas Transmission and Distribution	I-3	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Refinery Flare Recovery Process Improvements	I-4	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Work with the local air districts to evaluate amendments to their existing leak detection and repair rules for industrial facilities to include methane leaks	I-5	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
<b>Recycling and Waste Management Sector</b>		
Landfill Methane Control Measure	RW-1	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Increasing the Efficiency of Landfill Methane Capture	RW-2	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Mandatory Commercial Recycling	RW-3	<i>Consistent.</i> During both construction and operation of the project, the project would comply with all state regulations related to solid waste generation, storage, and disposal, including the California Integrated Waste Management Act, as

**Table 4.6-11. Project Consistency with Scoping Plan GHG Emission-Reduction Strategies - Janss Road Site**

Scoping Plan Measure	Measure Number	Project Consistency
		amended. During construction, all wastes would be recycled to the maximum extent possible.
Increase Production and Markets for Compost and Other Organics	RW-4	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Anaerobic/Aerobic Digestion	RW-5	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Extended Producer Responsibility	RW-6	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Environmentally Preferable Purchasing	RW-7	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
<b>Forests Sector</b>		
Sustainable Forest Target	F-1	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
<b>High Global Warming Potential Gases Sector</b>		
Motor Vehicle Air Conditioning Systems: Reduction of Refrigerant Emissions from Non-Professional Servicing	H-1	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
SF <sub>6</sub> Limits in Non-Utility and Non-Semiconductor Applications	H-2	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Reduction of Perfluorocarbons in Semiconductor Manufacturing	H-3	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Limit High Global Warming Potential Use in Consumer Products	H-4	<i>Consistent.</i> The project's residents would use consumer products that would comply with the regulations that are in effect at the time of manufacture.
Air Conditioning Refrigerant Leak Test During Vehicle Smog Check	H-5	<i>Consistent.</i> Residents of the project would conduct air conditioning refrigerant leak tests during periodic vehicle smog checks.
Stationary Equipment Refrigerant Management Program - Refrigerant Tracking/Reporting/Repair Program	H-6	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
Stationary Equipment Refrigerant Management Program - Specifications for Commercial and Industrial Refrigeration	H-6	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.

**Table 4.6-11. Project Consistency with Scoping Plan GHG Emission-Reduction Strategies - Janss Road Site**

Scoping Plan Measure	Measure Number	Project Consistency
SF <sub>6</sub> Leak Reduction Gas Insulated Switchgear	H-6	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
40% reduction in methane and hydrofluorocarbon emissions	Recommended	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
50% reduction in black carbon emissions	Recommended	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.
<b>Agriculture Sector</b>		
Methane Capture at Large Dairies	A-1	<i>Not applicable.</i> This measure does not apply to the project. The project would not inhibit CARB from implementing this Scoping Plan Measure.

**Sources:** CARB 2008, 2017b, 2022.

**Notes:** GHG = greenhouse gas; CARB = California Air Resources Board; EV = electric vehicle; SCE = Southern California Edison; RPS = Renewable Portfolio Standard; CALGreen = California Green Building Standards Code; SF<sub>6</sub> = sulfur hexafluoride.

Based on the analysis in Table 4.6-11, the Janss Road site would be consistent with the applicable strategies and measures in the Scoping Plan.

### Project Consistency with Southern California Association of Government’s Regional Transportation Plan/Sustainable Communities Strategy

The SCAG 2020–2045 RTP/SCS is a regional growth management strategy that targets per-capita GHG reduction from passenger vehicles and light trucks in the Southern California region pursuant to SB 375. In addition to demonstrating the region’s ability to attain the GHG emission-reduction targets set forth by CARB, the 2020–2045 RTP/SCS outlines a series of actions and strategies for integrating the transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. Thus, successful implementation of the 2020–2045 RTP/SCS would result in more complete communities with a variety of transportation and housing choices, while reducing automobile use.

The following strategies are intended to be supportive of implementing the 2020–2045 RTP/SCS and reducing GHGs: focus growth near destinations and mobility options, promote diverse housing choices, leverage technology innovations, support implementation of sustainability policies, and promote a green region. The strategies that pertain to SCAG’s support of local jurisdiction sustainability efforts would not apply to the project because those are strategies that are taken by SCAG to work with local jurisdictions to implement SCAG’s goals and policies (SCAG 2020). Compliance with the remaining applicable strategies is presented below.

- **Focus Growth Near Destinations and Mobility Options.** The Janss Road site would facilitate the development of residential units located in close proximity to existing mass transit and other office and medical support buildings.
- **Leverage Technology Innovations.** The Janss Road site would comply with this strategy of the 2020–2045 RTP/SCS because it would be consistent with the County’s General Plan policies and would be required to comply with the 2022 Title 24 Standards and 2022 CALGreen at a minimum, through energy-efficient design and support of low emission technologies for transportation, such as alternative fuel vehicles to reduce per-capita GHG emissions.

In addition to the above applicable SCAG 2020–2045 RTP/SCS strategy analysis, Table 4.6-12 provides a detailed analysis of applicable RTP/SCS policies.

**Table 4.6-12. Project Consistency with Applicable Goals of SCAG’s 2020-2045 RTP/SCS - Janss Road Site**

Goal	Would the Project conflict?
Improve mobility, accessibility, reliability, and travel safety for people and goods.	<b>No Conflict.</b> The project includes the development of residences on a previously developed site. The project would not inhibit SCAG from improving mobility for people or goods in the region.
Enhance the preservation, security, and resilience of the regional transportation system.	<b>No Conflict.</b> The project includes the development of residences on a previously developed site. The proximity of the project site to various transportation modes would support the region’s transportation investment and the sustainability of the regional transportation system in support of this goal. The project would not inhibit SCAG from preserving or securing the regional transportation system.
Increase person and goods movement and travel choices within the transportation system.	<b>No Conflict.</b> The project is located in close proximity to U.S. 101 as well as existing bus infrastructure. These project characteristics



**Table 4.6-12. Project Consistency with Applicable Goals of SCAG’s 2020-2045 RTP/SCS - Janss Road Site**

Goal	Would the Project conflict?
	would not conflict with the goal to increase the person and goods movement and travel choices within the transportation system.
Reduce greenhouse gas emissions and improve air quality.	<b>No Conflict.</b> The project would meet or exceed the applicable requirements of the Title 24 Building Energy Efficiency Standards and CALGreen or applicable version at the time of building permit issuance. Based on the above, the project’s design and characteristics would serve to reduce GHG emissions and improve air quality, in support of this goal.
Support healthy and equitable communities.	<b>No Conflict.</b> The project would provide additional housing in close proximity to existing employment and bus infrastructure. The project would support SCAG’s promotion of healthy and equitable communities.
Adapt to changing climate and support an integrated regional development pattern and transportation network.	<b>No Conflict.</b> See discussion above regarding the project’s location near U.S. 101 and existing bus infrastructure. The project’s development would support an integrated regional development pattern and transportation network which would in turn serve to reduce GHG emissions in support of this goal.
Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	<b>No Conflict.</b> This goal pertains to SCAG leveraging new transportation technologies and data-driven solutions that result in more efficient travel. The project would include EV charging stations as required per the building code. The project would not adversely affect SCAG’s ability to develop more efficient travel consistent with this goal.
Encourage development of diverse housing types in areas that are supported by multiple transportation options.	<b>Consistent.</b> The project includes development of residences in close proximity to public transportation.
Promote conservation of natural and agricultural lands and restoration of habitats.	<b>No Conflict.</b> The project would be developed on an existing developed site. As such, no natural or agricultural lands would be converted as part of the project.

**Note:** SCAG = Southern California Association of Governments; RTP/SCS = Regional Transportation Plan/Sustainable Communities Strategy; CALGreen = California Green Building Standards Code; GHG = greenhouse gas.

As discussed in Table 4.6-12, the Janss Road site would not conflict with the 2020–2045 RTP/SCS goals and benefits intended to improve mobility and access to diverse destinations and reduce vehicular demand and associated emissions.

Because the Janss Road site would comply with the applicable GHG reduction strategies and policies outlined in the 2020–2045 RTP/SCS, impacts related to consistency with an applicable GHG reduction plan would be less than significant.

**Project Consistency with Senate Bill 32 and Executive Order S-3-05**

The Janss Road site would not impede the attainment of the GHG reduction goals for 2030 or 2050 identified in EO S-3-05 and SB 32. As discussed in Section 3.2.2, EO S-3-05 establishes the following goals: GHG emissions should be reduced to 2000 levels by 2010, to 1990 levels by 2020, and to 80% below 1990 levels by 2050. SB

32 establishes for a statewide GHG emissions reduction target whereby CARB, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions, shall ensure that statewide GHG emissions are reduced to at least 40% below 1990 levels by December 31, 2030. While there are no established protocols or thresholds of significance for that future year analysis, CARB forecasts that compliance with the current Scoping Plan puts the state on a trajectory of meeting these long-term GHG goals, although the specific path to compliance is unknown (CARB 2014).

CARB has expressed optimism with regard to both the 2030 and 2050 goals. It states in the First Update to the Climate Change Scoping Plan that “California is on track to meet the near-term 2020 GHG emissions limit and is well positioned to maintain and continue reductions beyond 2020 as required by AB 32” (CARB 2014). With regard to the 2050 target for reducing GHG emissions to 80% below 1990 levels, the First Update to the Climate Change Scoping Plan states the following (CARB 2014):

This level of reduction is achievable in California. In fact, if California realizes the expected benefits of existing policy goals (such as 12,000 megawatts of renewable distributed generation by 2020, net zero energy homes after 2020, existing building retrofits under AB 758, and others) it could reduce emissions by 2030 to levels squarely in line with those needed in the developed world and to stay on track to reduce emissions to 80% below 1990 levels by 2050. Additional measures, including locally driven measures and those necessary to meet federal air quality standards in 2032, could lead to even greater emission reductions.

In other words, CARB believes that the state is on a trajectory to meet the 2030 and 2050 GHG reduction targets set forth in AB 32, SB 32, and EO S-3-05. This is confirmed in the 2030 Scoping Plan, which states (CARB 2017b):

The Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities.

## Construction Emissions

### Cancer Center Site

Construction of the Cancer Center site would result in GHG emissions, which are primarily associated with the use of off-road construction equipment, haul trucks, on-road vendor trucks, and worker vehicles.

CalEEMod was used to calculate the annual GHG emissions based on the construction scenario described in Section 4.6.3.1, Construction. Construction of the Cancer Center site is anticipated to commence in February 2024 and would last approximately 18 months, ending in August 2025. On-site sources of GHG emissions include off-road equipment and off-site sources include vendor trucks and worker vehicles. Table 4.6-13 presents construction emissions for the Project from on-site and off-site emission sources.

**Table 4.6-13. Estimated Annual Construction Greenhouse Gas Emissions - Cancer Center Site**

Year	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
	Metric Tons Per Year			
2024	205.30	0.01	0.02	210.97
2025	112.47	0.00	0.01	115.19
<b>Total</b>				<b>326.16</b>
<b>Amortized over 30 years</b>				<b>10.87</b>

**Notes:** CO<sub>2</sub> = carbon dioxide; CH<sub>4</sub> = methane; N<sub>2</sub>O = nitrous oxide; CO<sub>2</sub>e = carbon dioxide equivalent; <0.01 = reported value less than 0.01. See Appendix B for complete results. Totals may not add due to rounding.

As shown in Table 4.6-13, the estimated total GHG emissions during construction of would be approximately 326 MT CO<sub>2</sub>e over the construction period. Estimated construction emissions from the Cancer Center site amortized over 30 years would be approximately 11 MT CO<sub>2</sub>e per year. As with project-generated construction criteria air pollutant emissions, GHG emissions generated during construction of the Cancer Center site would be short term in nature, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions.

#### Janss Road Site

Construction of the Janss Road site would result in GHG emissions, which are primarily associated with the use of off-road construction equipment, haul trucks, on-road vendor trucks, and worker vehicles.

CalEEMod was used to calculate the annual GHG emissions based on the construction scenario described in Section 4.2, Construction. Construction of the project is anticipated to commence in February 2027 and would last approximately 13 months, ending in February 2028. On-site sources of GHG emissions include off-road equipment and off-site sources include vendor trucks and worker vehicles. Table 4.6-14 presents construction emissions for the project from on-site and off-site emission sources.

**Table 4.6-14. Estimated Annual Construction Greenhouse Gas Emissions - Janss Road Site**

Year	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
	Metric Tons Per Year			
2027	342.84	0.01	0.01	345.97
2028	27.50	0.00	0.00	27.70
<b>Total</b>				<b>373.67</b>
<b>Amortized over 30 years</b>				<b>12.46</b>

**Notes:** CO<sub>2</sub> = carbon dioxide; CH<sub>4</sub> = methane; N<sub>2</sub>O = nitrous oxide; CO<sub>2</sub>e = carbon dioxide equivalent; <0.01 = reported value less than 0.01. See Appendix A for complete results. Totals may not add due to rounding.

As shown in Table 4.6-14, the estimated total GHG emissions during construction of would be approximately 374 MT CO<sub>2</sub>e over the construction period. Estimated project-generated construction emissions amortized over 30 years would be approximately 13 MT CO<sub>2</sub>e per year. As with project-generated construction criteria air pollutant

emissions, GHG emissions generated during construction of the project would be short term in nature, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions.

### Operational Emissions

#### Cancer Center Site

Operation of the Cancer Center site would generate GHG emissions through passenger vehicle and delivery truck trips to and from the Project site, landscape maintenance equipment operation, solid waste disposal, water use, and a connection to the sewer system. CalEEMod and a spreadsheet model were used to calculate the annual GHG emissions based on the operational assumptions described in Section 4.6.3.2, Operation. The estimated operational Project-generated GHG emissions are shown in Table 4.6-15.

**Table 4.6-15. Estimated Annual Operational Greenhouse Gas Emissions - Cancer Center Site**

Emission Source	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
	Metric Tons Per Year			
Area	0.85	0.00	0.00	0.86
Energy	258.15	0.02	0.00	259.39
Mobile	2,171.50	0.10	0.10	2,207.20
Refrigerants	0.00	0.00	0.00	0.25
Solid waste	56.29	5.63	0.00	196.94
Stationary	23.23	< 0.01	< 0.01	23.31
Water supply and wastewater	10.68	0.24	0.01	18.33
<i>Amortized 30-Year Construction Emissions</i>				10.87
<i>Carbon Released</i>				0.46
<i>Sequestered Carbon</i>				-5.77
<b>Operation plus Amortized Construction Total</b>				<b>2,711.84</b>

**Notes:** CO<sub>2</sub> = carbon dioxide; CH<sub>4</sub> = methane; N<sub>2</sub>O = nitrous oxide; CO<sub>2</sub>e = carbon dioxide equivalent; < 0.01 = reported emissions less than 0.01.

See Appendix B for complete results.

Totals may not add due to rounding.

As shown in Table 4.6-15, estimated annual Project-generated GHG emissions would be approximately 2,712 MT CO<sub>2</sub>e per year as a result of Cancer Center site operations and amortized construction.

#### Janss Road Site

Operation of the Janss Road site would generate GHG emissions through passenger vehicle and delivery truck trips to and from the project site, landscape maintenance equipment operation, solid waste disposal, water use, and a connection to the sewer system. CalEEMod and a spreadsheet model were used to calculate the annual GHG emissions based on the operational assumptions described in Section 4.6.3.2, Operation. The estimated operational project-generated GHG emissions are shown in Table 4.6-16.

**Table 4.6-16. Estimated Annual Operational Greenhouse Gas Emissions - Janss Road Site**

Emission Source	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
	Metric Tons Per Year			
Area	0.11	0.00	0.00	0.11
Energy	29.70	0.00	0.00	29.81
Mobile	96.48	0.00	0.00	98.01
Refrigerants	0.00	0.00	0.00	0.02
Solid waste	0.64	0.06	0.00	2.25
Water supply and wastewater	1.86	0.01	0.00	2.23
<i>Amortized 30-Year Construction Emissions</i>				12.46
<b>Operation plus Amortized Construction Total</b>				<b>144.89</b>

**Notes:** CO<sub>2</sub> = carbon dioxide; CH<sub>4</sub> = methane; N<sub>2</sub>O = nitrous oxide; CO<sub>2</sub>e = carbon dioxide equivalent; < 0.01 = reported emissions less than 0.01.

See Appendix A for complete results.

Totals may not add due to rounding.

As shown in Table 4.6-16, estimated annual project-generated GHG emissions would be approximately 145 MT CO<sub>2</sub>e per year as a result of the Janss Road site operations and amortized construction.

As the Cancer Center site and the Janss Road site will be operational at the same time, it is appropriate to show the combined operational emissions including amortized construction from both sites. Table 4.6-17 presents the combined emissions.

**Table 4.6-17. Estimated Annual Operational Greenhouse Gas Emissions - Cancer Center Site and Janss Road Site**

Emission Source	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
	Metric Tons Per Year			
Area	0.96	0.00	0.00	0.97
Energy	287.85	0.02	0.00	289.20
Mobile	2,267.98	0.10	0.10	2,305.21
Refrigerants	0.00	0.00	0.00	0.27
Solid waste	56.93	5.69	0.00	199.19
Stationary	23.23	<0.01	<0.01	23.31
Water supply and wastewater	12.54	0.25	0.01	20.56
<i>Amortized 30-Year Construction Emissions</i>				23.33
<i>Carbon Released</i>				0.46
<i>Sequestered Carbon</i>				-5.77
<b>Operation plus Amortized Construction Total</b>				<b>2,856.73</b>

**Notes:** CO<sub>2</sub> = carbon dioxide; CH<sub>4</sub> = methane; N<sub>2</sub>O = nitrous oxide; CO<sub>2</sub>e = carbon dioxide equivalent; < 0.01 = reported emissions less than 0.01.

See Appendix A for complete results.

Totals may not add due to rounding.

As shown in Table 4.6-17, estimated annual project-generated GHG emissions would be approximately 2,857 MT CO<sub>2</sub>e per year as a result of the Cancer Center site and Janss Road site operations and amortized

construction. As a point of comparison for informational purposes only, this would not exceed the SCAQMD screening threshold of 3,000 MT CO<sub>2e</sub> per year for all land uses.

Less-than-Significant Impact.

## Conclusion

The Project is consistent with the Scoping Plan, which promotes economic growth while achieving greater energy efficiency. The Project would also be consistent with SCAG's 2020–2045 RTP/SCS, SB 32, and EO S-3-05 by being consistent with GHG reduction strategies and policies, increasing the use of renewable energy, and implementing energy efficiency strategies. The Project would not conflict with any plans adopted with the purpose of reducing GHG emissions; therefore, the Project's impacts with respect to GHG emissions would be **less than significant**.

### 4.6.5 Mitigation Measures and Level of Significance After Mitigation

**A) Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Impacts would be less than significant. No mitigation is required.

**B) Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

Impacts would be less than significant. No mitigation is required.

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## 4.7 Hazards and Hazardous Materials

This section describes the existing hazards and hazardous materials conditions of the Los Robles Comprehensive Cancer Center (Cancer Center site) and the 355 W Janss Road General Plan Amendment and Zone Change (Janss Road site) Project (collectively the “Project”) and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation related to the implementation of the Project.

In addition to the documents incorporated by reference (see Section 2.7 of Chapter 2 of this environmental impact report [EIR]), the following analysis is based, in part, on the following source:

- Phase I Environmental Site Assessment performed on the Project site (400 East Rolling Oaks Drive, Thousand Oaks, California), prepared by Dudek in May 2023 (Appendix F)

Other sources consulted are listed in Section 4.7.6, References Cited.

### 4.7.1 Existing Conditions

#### Project Site Conditions

##### Cancer Center Site

The Cancer Center site is located at 400 East Rolling Oaks Drive in Thousand Oaks, Ventura County, California. The Cancer Center site is located on the southeast corner of Rolling Oaks Drive and Los Padres Drive. The Cancer Center site is currently vacant with the foundation/slab of a former daycare facility, a soil-filled swimming pool, former playground area and ballcourt, and parking lot.

Specific land uses located in the immediate vicinity of the site include the following:

- **North:** The site is bounded on the north by East Rolling Oaks Drive and a medical center.
- **East:** The site is bounded on the east by an electric transmission line and a residential property.
- **South:** The site is bounded on the south by undeveloped property.
- **West:** The site is bounded on the west by Los Padres Drive and medium-density residential properties.

Surrounding properties include a multi-building medical center complex and US 101 to the north; low-density residential properties to the east and south; and low- to medium-density residential properties to the west.

A Phase I Environmental Site Assessment (ESA) was conducted for the Cancer Center site by Dudek in May 2023. The Phase I ESA was performed according to the guidelines stipulated in the American Society for Testing and Materials (ASTM) Standard E1527-21, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. The scope of the environmental investigation consisted of (1) a reconnaissance of the site; (2) a search of regulatory agency records; (3) a review of available historical aerial photographs, topographic maps, Sanborn fire insurance maps, city directory listings, and building department records; (4) interviews with the owner of the site and user of the Phase I ESA; and (5) preparation of the Phase I ESA report detailing the findings of the investigation.

The Phase I ESA report indicated the following data about the Cancer Center site (Appendix F):

- According to building permit records and historical sources, the site was first developed in 1973 as a daycare facility, swimming pool, ballcourt, playground, and parking lot. The building was demolished, and the pool filled in with soil in 2018. The building foundation, ballcourt, filled in pool, and various walkways remain on the site.
- The site operated as a daycare facility from 1975 through 2017. The site has been vacant since 2018.
- A total of 13 release sites were reported within ½ mile of the site. Of these, 12 were related to leaking underground storage tanks and one related to illegal dumping on a nearby property. All 13 sites have a closed regulatory status and are assumed to be downgradient from the site. As such, these sites are unlikely to impact the environmental condition of the site.
- According to a Proposition 65 Spill Report, dated May 8, 1992, and included in agency records reviewed, 1 to 15 gallons of gasoline were poured onto the parking lot at the site. The gasoline was reported to have evaporated, and no action was taken. Given the de minimis spill volume and age, environmental impacts to the site are unlikely.

This Phase I ESA revealed no evidence of recognized environmental conditions (RECs), historical RECs, controlled RECs, or significant data gaps in connection with the site. The Phase I ESA did note the following non-ASTM-scope considerations:

- The concrete slab remained intact on the site, and vinyl floor tiles and associated mastic were observed. Many building materials commonly contained asbestos until the late 1970s, and a smaller list of building materials contained asbestos in the 1980s. A full ban on asbestos products did not occur until 2019. Therefore, based on the date the previous building was constructed (1973), there is a potential for asbestos-containing materials to be present in associated building materials.

The site is a vacant former daycare facility. The site was identified in the following databases searched by Environmental Data Resources during the Phase I ESA (Appendix F): FINDS, HAZNET, and HWTS. The listings were associated with the following current or former site occupants or contractors: Kimberly Krunch, Los Robles Regional Medical Center, Rolling Oaks Child Development, and Tiles Development Center Inc.

The listings are related to hazardous waste generation (HWTS, HAZNET) and other permitted regulatory activities (FINDS). These listings are administrative in nature and do not necessarily indicate a release of hazardous materials to the environment. These listings indicated the following for the site:

- Waste generated on the site for off-site disposal included 9.2 tons of asbestos containing materials removed during demolition of the former daycare building in 2018.
- A listing on the FINDS database for insecticide, fungicide, and/or rodenticide use.

Given the administrative nature of these listings and lack of reported chemical storage or violations, impacts to the site are unlikely.

One hundred and three (103) sites with 26 unique addresses were identified in the databases searched by Environmental Data Resources during the Phase I ESA (Appendix F). Of these, 14 unique sites were identified as adjoining the site or have a regulatory file that indicates a release of hazardous substances or petroleum products to the environment with the potential to impact the site. Twelve of the 14 sites were located more than ¼ mile hydrogeologically downgradient from the site and had release cases that were closed by the lead regulatory agency;

therefore, it is unlikely that these sites have impacted the site. The two additional listings were for 401 East Rolling Oaks Drive, the northern-adjointing Thousand Oaks Surgical Hospital, and 236 Quails Trail, a near-by residence.

- The Thousand Oaks Surgical Hospital north of the site was identified in agency databases due to chemical storage in an aboveground storage tank and various hazardous waste storage violations. The violations were administrative in nature and were all returned to compliance within three months of the reported violation. No spills or releases were reported. Given the administrative nature of the listings and the location across the street from the site, an impact to the site is unlikely.
- The nearby residential property was identified in agency databases due to a painting contractor illegally dumping paint solvents into a water meter box on the residence. Only soil impacts were reported. No Further Action status was granted for this release case in November 1994. Given that only soil impacts were reported, the distance from the site, and the current regulatory status; an impact to the site is unlikely.

### Janss Road Site

The Janss Road site is located at 355 West Janss Road in Thousand Oaks, Ventura County, California. The site is located on the northeast corner of West Janss Road and North Lynn Road. The site is developed as a parking lot for the adjacent medical facilities.

Specific land uses located in the immediate vicinity of the site include the following:

- **North:** The site is bounded on the north by a medical center.
- **East:** The site is bounded on the east by a medical center and parking lot.
- **South:** The site is bounded on the south by West Janss Road and then residences.
- **West:** The site is bounded on the west by North Lynn Road and then open space.

### Regulatory Records Review

#### Cortese List Sites

Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to compile a list of hazardous waste and substances sites (Cortese List). This list is used by the State, local agencies, and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. The Cortese List must be updated annually. While the Cortese List is no longer maintained as a single list, the following databases provide information that meet the Cortese List requirements:

- List of hazardous waste and substance sites from the Department of Toxic Substances Control's (DTSC's) EnviroStor database (Health and Safety Codes 25220, 25242, 25356, and 116395).
- List of leaking underground storage tank (LUST) sites from the State Water Resources Control Board (SWRCB) GeoTracker database (Health and Safety Code 25295).
- List of solid waste disposal sites, identified by the SWRCB GeoTracker database, with waste constituents higher than hazardous waste levels outside the waste management unit (Water Code Section 13273 subdivision [e] and 14 California Code of Regulations (CCR) Section 18051).
- List of cease-and-desist orders and cleanup and abatement orders identified by the SWRCB GeoTracker database (Water Code Sections 13301 and 13304).

- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the California Health and Safety Code, as identified by DTSC.

### Cancer Center Site

A search of the Cortese List databases was conducted for the Cancer Center site on May 29, 2023; no sites were identified within a 1/8-mile radius of the Cancer Center site (CalEPA 2023). Based on the search, the Cancer Center site is not located on, nor impacted by, a Cortese List site.

### Janss Road Site

A search of the Cortese List databases was conducted for the Janss Road site on August 31, 2023 (CalEPA 2023). One site was identified within a 1/8-mile radius of the Janss Road site; the Los Robles Medical Center was identified as a former LUST Cleanup Site and is located approximately 0.09 miles northeast of the Janss Road site. The site reported diesel contaminated soil and received closure in December 2000. Based on its closed regulatory status, distance from the Janss Road site, and remaining contaminant levels at time of closure, this LUST case is not likely to have impacted the environmental conditions of the Janss Road site. Based on the database search, the Janss Road site is not located on, nor impacted by, a Cortese List site.

### Non-Cortese List Sites

Dudek also reviewed online databases that provide environmental information on releases and cleanup cases in the State of California. While these databases are not included in the Cortese List, they may provide additional information regarding potential environmental contamination at or near the site. Table 4.7-1 provides a summary of the databases searched.

**Table 4.7-1. Online Database Listings**

Database	Details
California Environmental Protection Agency (CalEPA) <a href="https://siteportal.calepa.ca.gov/nsite/">https://siteportal.calepa.ca.gov/nsite/</a>	The CalEPA Regulated Site Portal is a website that combines data about environmentally regulated sites and facilities in California into a single, searchable database and interactive map. Data sources include California Environmental Reporting System (CERS), EnviroStor, GeoTracker, California Integrated Water Quality System (CIWQS), and Toxics Release Inventory (TRI).
Department of Toxic Substance Control (DTSC) EnviroStor <a href="https://www.envirostor.dtsc.ca.gov/">https://www.envirostor.dtsc.ca.gov/</a>	The DTSC’s data management system for tracking cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known contamination or sites where there may be reasons for further investigation.
Regional Water Quality Control Board (RWQCB) GeoTracker <a href="http://geotracker.waterboards.ca.gov/">http://geotracker.waterboards.ca.gov/</a>	The California RWQCB’s data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater. GeoTracker contains records for sites that require cleanup, various unregulated projects, and permitted facilities. Sites include LUSTs, Department of Defense, Cleanup Program, Irrigated Lands, Oil and Gas Production, Permitted underground storage tanks (USTs), and Land Disposal Sites.

**Table 4.7-1. Online Database Listings**

Database	Details
National Pipeline Mapping System <a href="https://www.npms.phmsa.dot.gov/">https://www.npms.phmsa.dot.gov/</a>	The National Pipeline Mapping System Public Map Viewer is a web-based application designed to assist the general public with displaying and querying data related to gas transmission and hazardous liquid pipelines, liquefied natural gas plants, and breakout tanks under Department of Transportation Pipeline and Hazardous Material Safety Administration jurisdiction.
California Geologic Energy Management (CalGEM) Well Finder <a href="https://www.conservation.ca.gov/calgem/Pages/WellFinder.aspx">https://www.conservation.ca.gov/calgem/Pages/WellFinder.aspx</a>	The CalGEM Well Finder is a web-based application that plots reported locations and other information for oil and gas wells and other types of related facilities across California.
CalRecycle Solid Waste Information System (SWIS) <a href="https://www2.calrecycle.ca.gov/SolidWaste/Site/Search">https://www2.calrecycle.ca.gov/SolidWaste/Site/Search</a>	The SWIS database contains information on solid waste facilities, operations, and disposal sites throughout the State. Solid waste activities include landfills, transfer stations, composting sites, in-vessel digestion sites, engineered municipal solid waste conversion facilities, transformation facilities, and closed disposal sites.

### Cancer Center Site

A search of Non-Cortese List databases was conducted on May 29, 2023. The Cancer Center site was not identified in any of the databases listed in Table 4.7-1.

The medical offices to the north and northwest of the Cancer Center site were identified on the CalEPA Regulated Site Portal as chemical storage facilities. The only EnviroStor site located in the vicinity of the Cancer Center site was the nearby residential property at 236 Quails Trail (discussed above; paint waste was dumped at the residence). The nearest GeoTracker sites were located along Moorpark Road and along Thousand Oaks Boulevard. No hazardous liquid or gas pipeline were mapped on the National Pipeline Mapping System in the vicinity of the Cancer Center site. No oil or gas wells were mapped on the CalGEM Well Finder in the vicinity of the Cancer Center site. The nearest landfill identified on the SWIS database was located more than one mile east of the Cancer Center site. None of these sites appear to have impacted the environmental conditions of the Cancer Center site.

### Janss Road Site

A search of Non-Cortese List databases was conducted on August 31, 2023. The Janss Road site was not identified in any of the databases listed in Table 4.7-1.

Five sites were identified on the CalEPA Regulated Site Portal within 0.50 miles of the Janss Road site. One site adjoining to the north of the Janss Road site, the Los Robles Surgical Center, was identified as a chemical storage facility that stores oxygen, nitrous oxide, nitrogen, and diesel fuel. This case had one violation from February 2017 relating to a Hazardous Materials Release Response Plan that returned to compliance the same day. This violation is administrative in nature and does not indicate an impact to the environmental conditions of the Janss Road site. Two cases associated with the Los Robles Medical Center located east of the Janss Road site, were identified as US EPA Emission Inventory System (EIS) facilities. This same site was also listed as a facility with aboveground petroleum storage, underground storage tanks, as a chemical storage facility, a hazardous waste generator, as well as a LUST Cleanup Site. The LUST case was reviewed in the above discussion of Cortese List Sites. No EnviroStor sites were identified in the vicinity of the Janss Road site. Five GeoTracker cases were identified within 1 mile of

the Janss Road site. One of these cases was reviewed in the previous section under Cortese List Sites (Los Robles Medical Center). The other four are closed cases located over 0.50 mile from the Janss Road site; therefore, it is unlikely these sites would have impacted the environmental conditions of the Janss Road site. One active gas transmission pipeline, operated by Southern California Gas Co., was identified approximately 0.35 mile north of the Janss Road site. No hazardous liquid or other gas pipelines were identified in the vicinity of the Janss Road site. Two oil and gas wells were identified within 1 mile of the Janss Road site. One plugged core hole was identified approximately 0.33-mile northeast of the Janss Road site, and one plugged dry hole was identified approximately 0.59-mile northeast of the Janss Road site. The nearest landfill identified on the SWIS database was located over 3 miles southeast of the Janss Road site. None of these sites appear to have impacted the environmental conditions of the Janss Road site.

### Airport Hazards

The Federal Aviation Administration (FAA) has filing requirements for proposed structures that vary based on factors such as height, location, and proximity to an airport (see Section 4.7.3, Federal Regulatory Framework). The Project site was evaluated using the FAA Obstruction Evaluation/Airport Airspace Analysis (OEAAA) Notice Criteria Tool (FAA 2023) with an assumed maximum building height of 42 feet. Based on this search, there are no areas that exceeded notice criteria where notification would be required in accordance with 14 Code of Federal Regulations (CFR) 77.9.

The Project sites do not fall within any airport land use plans or within 2 miles of any public use airports.

### Wildfire and Emergency Response

#### Wildfire Hazards

The California Department of Forestry and Fire Protection (CAL FIRE) has developed Fire Hazard Severity Zone Maps for the state of California, which outline potential wildland fire severity for the state. The Project sites are located within a Very High Fire Hazard Severity Zone (VHFHSZ). The Project sites fall within the Local Responsibility Area, for which fire and emergency response would be provided by Ventura County Fire Protection District for local emergency response. The nearest fire station to the Cancer Center site is Ventura County Fire Station 30, located at 325 West Hillcrest Drive in Thousand Oaks, approximately 1.25 miles northwest of the site. The nearest fire station Janss Road site is Ventura County Fire Station 34, located at 555 East Avenida De Los Arboles in Thousand Oaks, approximately 1.22 miles northeast of the site.

#### Emergency Response

The Project sites falls within the jurisdiction of the Ventura County Environmental Health Department, which is the Certified Unified Program Agency (CUPA) for the proposed Project, and as such provides regulatory oversight for management and storage of hazardous materials and hazardous wastes. The County's Environmental Health Department provides oversight for a variety of programs related to health and safety of citizens of Ventura County and protection of the environment.

The Ventura County Fire Protection District provides 24/7 response for hazardous material releases within the County. The Fire Protection District coordinates with Environmental Health Department to properly respond to incidents and emergencies.



The City of Thousand Oaks adopted the 2020 Emergency Operations Plan on February 25, 2020, which provides a framework for the City to prepare, respond and recover from a variety of emergency incidents, including establishment of evacuation routes (City of Thousand Oaks 2020). The Public Works Director for the City and Ventura County Sheriff's Department are responsible for coordinating evacuation during an emergency.

### Schools

#### Cancer Center Site

The Cancer Center site is located approximately 1 mile from the nearest school. No pending schools, as reported by the California Department of Education, were identified within the Cancer Center site zip code, 91361 (CDE 2023).

#### Janss Road Site

The Janss Road site is located approximately 0.2 mile from the nearest school, Aspen Elementary School (1870 Oberlin Avenue). No pending schools, as reported by the California Department of Education, were identified within the Janss Road site zip code, 91360 (CDE 2023).

## 4.7.2 Relevant Plans, Policies, and Ordinances

Hazardous materials, including hazardous substances and wastes, are regulated by many federal and state laws. Statutes govern the generation, treatment, storage, and disposal of hazardous materials, substances, and waste, as well as air and water quality, human health, land use, and the investigation and mitigation of waste releases.

### Federal

The following are the primary federal laws regulating hazards and hazardous wastes/materials.

#### Federal Toxic Substances Control Act and Resource Conservation and Recovery Act

Within the U.S. Code (USC), the Federal Toxic Substances Control Act of 1976 (15 USC 2601 et seq.) and the Resource Conservation and Recovery Act (RCRA) of 1976 (42 USC 6901 et seq.) established a program administered by the Environmental Protection Agency (EPA) for regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. The Resources Conservation and Recovery Act (RCRA) was amended in 1984 by the Hazardous and Solid Waste Amendments (PL 98-616), which affirmed and extended the "cradle-to-grave" system of regulating hazardous wastes. The use of certain techniques for disposal of some hazardous wastes was specifically prohibited by the Hazardous and Solid Waste Amendments. Under the authority of RCRA, the regulatory framework for managing hazardous waste, including requirements for entities that generate, store, transport, treat, and dispose of hazardous waste, is found in the CFR Title 40, Parts 260–282.

#### Hazardous and Solid Waste Amendments

In 1984 the Solid Waste Disposal Act (as amended by RCRA in 1976) was amended to focus on waste minimization and phasing out land disposal of hazardous waste as well as corrective actions for releases.

### Pollution Prevention Act

The Pollution Prevention Act was established in 42 USC Section 13101 et seq. (1990) and focused on reducing the amount of pollution through changes in production, operation, and raw material use. The act focuses on industry, government, and public attention to pollution prevention, specifically through source reduction instead of pollution control. Practices of pollution prevention include increased efficiency in use of water, energy, and other natural resources, and protection of resources through conservation.

### Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) (42 USC 9601 et seq.), commonly known as “Superfund,” was enacted by Congress on December 11, 1980. CERCLA provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health and/or the environment. CERCLA establishes requirements concerning closed and abandoned hazardous waste sites, provides for liability of persons responsible for releases of hazardous waste at these sites, and establishes a trust fund to provide for cleanup when no responsible party can be identified. CERCLA also enables the revision of the National Oil and Hazardous Substances Pollution Contingency Plan, which provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants.

### Superfund Amendments and Reauthorization Act

The Superfund Amendments and Reauthorization Act (SARA) amended CERCLA in 1986, making multiple changes to CERCLA. These changes included emphasis on the importance of permanent remedies in hazardous waste site cleanup, required Superfund actions to include requirements found in other federal and state environmental laws and regulations, established new enforcement and settlement tools, increased state involvement in the Superfund program, increased focus on human health problems posed by hazardous waste sites, encouraged citizen participation, and increase the trust fund size. SARA also revised the Hazard Ranking System that evaluates eligibility of sites to be included on the National Priorities List.

### Hazardous Materials Transportation Act

The U.S. Department of Transportation regulates hazardous materials transportation under USC Title 49. The California Highway Patrol and the California Department of Transportation (Caltrans) have primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies. These agencies also administer permitting for hazardous materials transportation.

### Oil Pollution Prevention Regulations

Oil Pollution Prevention regulations at 40 CFR Part 112 require the preparation of a spill prevention, control, and countermeasure plan if oil is stored in excess of 1,320 gallons in aboveground storage (or if there is buried storage with capacity in excess 42,000 gallons). Spill prevention, control, and countermeasure regulations place restrictions on the management of petroleum materials and therefore have some bearing on hazardous materials management.

### National Emission Standard for Asbestos

The regulations at 40 CFR Part 63 established the National Emission Standards for Hazardous Air Pollutants and names asbestos-containing material as one of these materials. Asbestos-containing material use, removal, and

disposal are regulated by EPA under this law. In addition, notification of friable asbestos-containing material removal prior to a proposed demolition project is required by this law.

### Community Right-to-Know Act

The Community Right to Know Act (40 CFR Parts 350–372) established four types of reporting obligations for facilities storing or managing specified chemicals: emergency planning, emergency release notification, hazardous chemical storage reporting requirements, and toxic chemical release inventory. EPA maintains a database, termed the Toxic Release Inventory, which includes information on reportable releases to the environment.

### Regional Screening Levels

EPA provides regional screening levels (RSLs) for chemical contaminants to provide comparison values for residential and commercial/industrial exposures to soil, air, and tap water (drinking water). RSLs are a recommended, but not mandatory, approach to risk assessment for response actions at CERCLA sites. RSLs are available on the EPA website and provide a screening-level calculation tool to assist risk assessors, remediation project managers, and others involved with risk assessment and decision making. RSLs are also used when a site is initially investigated to determine if potentially significant levels of contamination are present to warrant further investigation. In California, DTSC Human and Ecological Response Office (HERO) incorporated the EPA RSLs into the HERO human health risk assessment. HERO created Human Health Risk Assessment Note 3, which incorporates HERO recommendations and DTSC-modified screening levels based on the EPA RSLs. The DTSC-modified screening level should be used in conjunction with the EPA RSLs to evaluate chemical concentrations in environmental media at California sites and facilities.

### U.S. Department of Labor, Occupational Safety, and Health Administration

#### CFR Title 29, Part 1926 – Safety and Health Regulations for Construction

These standards require employee training; personal protective equipment; safety equipment; and written procedures, programs, and plans for ensuring worker safety when working with hazardous materials or in hazardous work environments during construction activities, including renovations and demolition projects and the handling, storage, and use of explosives. These standards also provide rules for the removal and disposal of asbestos, lead, lead-based paint, and other lead materials. Although intended primarily to protect worker health and safety, these requirements also guide general facility safety. These regulations also require the preparation of an engineering survey prior to demolition.

#### CFR Title 29, Part 1910 – Occupational Safety and Health Standards

Under these regulations, facilities that use, store, manufacture, handle, process, or move hazardous materials are required to conduct employee safety training, inventory safety equipment relevant to potential hazards, have knowledge of safety equipment use, prepare an illness prevention program, provide hazardous substance exposure warnings, prepare an emergency response plan, and prepare a fire prevention plan.

## U.S. Department of Transportation

### CFR Title 49, Part 172(C) – Shipping Papers

The U.S. Department of Transportation established standards for the transport of hazardous materials and hazardous waste. The standards include requirements for labeling, packaging, and shipping hazardous materials and hazardous wastes, as well as training requirements for personnel completing shipping papers and manifests.

## Federal Aviation Administration

### 14 CFR 77.9, Construction or Alteration Requiring Notice

The FAA requires that any structure that is located in proximity to an airport or that meets other criteria per 14 CFR, Section 77.9, file Form FAA 7460-1 with the FAA.

## State

In addition to federal laws and statutes, the State of California has its own set of statutes and regulations governing hazards and hazardous materials.

## California Health and Safety Code

In California, the handling and storage of hazardous materials is regulated by Division 20, Chapter 6.95, of the California Health and Safety Code (Section 25500 et seq.). Under Sections 25500–25543.3, facilities handling hazardous materials are required to prepare a hazardous materials business plan (HMBP). HMBPs contain basic information about the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of on the site.

Chapter 6.95 of the California Health and Safety Code establishes minimum statewide standards for HMBPs. Under Section 25507, each business must prepare an HMBP if that business uses, handles, or stores a hazardous material (including hazardous waste) or an extremely hazardous material in disclosable quantities equal to or greater than the following:

- 500 pounds of a solid substance
- 55 gallons of a liquid
- 200 cubic feet of compressed gas
- A hazardous compressed gas in any amount (highly toxic with a Threshold Limit Value of 10 parts per million or less)
- Extremely hazardous substances in threshold planning quantities as defined in 40 CFR Part 355

In addition, in the event that a facility stores quantities of specific acutely hazardous materials above the thresholds set forth by California code, facilities are also required to prepare a risk management plan consistent with the California Accidental Release Prevention (CalARP) Program under Title 19 of the California Code of Regulations, Section 2735.1 et seq. The risk management plan provides information about the potential impact zone of a worst-case release, and requires programs designed to minimize the probability of a release and to mitigate potential impacts.

### California Office of Emergency Services

To protect the public health and safety and the environment, the California Office of Emergency Services is responsible for establishing and managing statewide standards for business and area plans relating to the handling and release or threatened release of hazardous materials. Basic information on hazardous materials handled, used, stored, or disposed of (including location, type, quantity, and health risks) needs to be available to firefighters and public safety officers. Regulations are included in business plans to prevent or mitigate damage to the health and safety of persons and the environment from the release or threatened release of these materials into the workplace and environment. These regulations are covered under Chapter 6.95 of Division 20 of the California Health and Safety Code Article 1, Business and Area Plans (Sections 25500 to 25519), and Article 2, Hazardous Materials Management (Sections 25531 to 25543.3).

### California Occupational Safety and Health Administration

Under the California Occupational Safety and Health Act of 1973, the California Occupational Safety and Health Administration (Cal/OSHA) is responsible for ensuring safe and healthful working conditions for California workers. Cal/OSHA assumes primary responsibility for developing and enforcing workplace safety regulations in 8 CCR, Division 1. Cal/OSHA hazardous substances regulations include requirements for safety training, availability of safety equipment, hazardous substance exposure warnings, and emergency action and fire prevention plan preparation. Cal/OSHA also enforces hazard communication program regulations, which contain training and information requirements, including procedures for identifying and labeling hazardous substances. The hazard communication program also requires that material safety data sheets be available to employees and that employee information and training programs be documented.

In 8 CCR, Division 1, Chapter 4, Subchapter 4, Construction Safety Orders, construction safety orders are listed and include rules for demolition, excavation, explosives work, working around fumes and vapors, pile driving, vehicle and traffic control, crane operation, scaffolding, fall protection, and fire protection and prevention, among others.

### Asbestos

The Cal/OSHA Asbestos and Carcinogen Unit enforces asbestos standards in construction, shipyards, and general industry. This includes identification and removal requirements of asbestos in buildings, as well as health and safety requirements of employees performing work under the Asbestos-in-Construction regulations (8 CCR 1529). Only a Cal/OSHA Certified Asbestos Consultant can provide asbestos consulting (as defined by Business and Professions Code Section 7180 et seq. and triggered by the same size and concentration thresholds as for registered contractors). These services include building inspection, abatement project design, contract administration, supervision of site surveillance technicians, sample collection, preparation of asbestos management plans, and clearance air monitoring.

### Lead-Based Paint

The California Department of Public Health enforces lead laws and regulations related to the prevention of lead poisoning in children, prevention of lead poisoning in occupational workers, accreditation and training for construction-related activities, lead exposure screening and reporting, disclosures, and limitations on the amount of lead found in products. Accredited lead specialists are required to find and abate lead hazards in construction projects and to perform lead-related construction work in an effective and safe manner. Lead protections in construction activities are described in 8 CCR, Section 1532.1.

## Hearing Conservation and Personal Protective Equipment

A hearing conservation program is required to be administered by employers for employees who are exposed to noise above an 8-hour time-weighted average (TWA) of 85 dBA (8 CCR, Section 5097). Additionally, employers must make hearing protectors available to all employees exposed to the 8-hour TWA of 85 dBA or greater at no cost to the employee.

## California Hazardous Waste Control Act

DTSC is responsible for the enforcement of the Hazardous Waste Control Act (California Health and Safety Code Section 25100 et seq.), which creates the framework under which hazardous wastes are managed in California. The law provides for the development of a state hazardous waste program that administers and implements the provisions of the federal RCRA cradle-to-grave waste management system in California. It also provides for the designation of California-only hazardous waste and development of standards that are equal to or, in some cases, more stringent than federal requirements. Although the Hazardous Waste Control Act is generally more stringent than RCRA, until EPA approves the California Hazardous Waste Control Program (which is charged with regulating the generation, treatment, storage, and disposal of hazardous waste), both the federal and state laws apply in California, and hazardous waste reporting and regulation are enforced through DTSC. The Hazardous Waste Control Act lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills.

According to 22 CCR 66261.1 et seq., substances having a characteristic of toxicity, ignitability, corrosivity, or reactivity are considered hazardous waste. Hazardous wastes are hazardous substances that no longer have a practical use, such as material that has been abandoned, discarded, spilled, or contaminated, or that is being stored prior to proper disposal.

Toxic substances may cause short-term or long-lasting health impacts, ranging from temporary impacts to permanent disability or death. For example, toxic substances can cause eye or skin irritation, disorientation, headache, nausea, allergic reactions, acute poisoning, chronic illness, or other adverse health effects if human exposure exceeds certain levels (the level depends on the substance involved). Carcinogens (substances known to cause cancer) are a special class of toxic substances. Examples of toxic substances include most heavy metals, pesticides, and benzene (a carcinogenic component of gasoline). Ignitable substances (e.g., gasoline, hexane, and natural gas) are hazardous because of their flammable properties. Corrosive substances (e.g., strong acids and bases such as sulfuric [battery] acid or lye) are chemically active and can damage other materials or cause severe burns upon contact. Reactive substances (e.g., explosives, pressurized canisters, and pure sodium metal, which reacts violently with water) may cause explosions or generate gases or fumes.

## California Accidental Release Prevention Program

Similar to the Community Right to Know Act, the CalARP Program (19 CCR 2735.1 et seq.) regulates facilities that use or store regulated substances, such as toxic or flammable chemicals, in quantities that exceed established thresholds. The overall purpose of the CalARP Program is to prevent accidental releases of regulated substances and reduce the severity of releases that may occur. The CalARP Program meets the requirements of the EPA Risk Management Program, which was established pursuant to the Clean Air Act Amendments.

## California Unified Program for Management of Hazardous Waste and Materials

Under the CalEPA, DTSC and the Enforcement and Emergency Response Program administer the technical implementation of California's Unified Program, which consolidates the administration, permit, inspection, and enforcement activities of several environmental and emergency management programs at the local level. Certified Unified Program Agencies implement the hazardous waste and materials standards. This program was established under the amendments to the California Health and Safety Code made by Senate Bill (SB) 1082 in 1994. The programs that make up the Unified Program are as follows:

- Aboveground Petroleum Storage Act Program
- Area Plans for Hazardous Materials Emergencies
- CalARP Program
- HMBPs and Inventories
- Hazardous Material Management Plans and Hazardous Material Inventory Statements
- Hazardous Waste Generator and On-Site Hazardous Waste Treatment (Tiered Permitting) Program
- Underground Storage Tank Program

The Certified Unified Program Agency for the project site is the Ventura County Environmental Health Department.

## Human Health Risk Assessment Note 3 – DTSC-Modified Screening Levels

Human Health Risk Assessment Note 3 presents recommended screening levels (derived from the EPA RSLs using DTSC-modified exposure and toxicity factors) for constituents in soil, tap water, and ambient air. The DTSC-modified screening level should be used in conjunction with the EPA RSLs to evaluate chemical concentrations in environmental media at California sites and facilities.

## Environmental Screening Levels

Environmental Screening Levels (ESLs) provide conservative screening levels for more than 100 chemicals found at sites with contaminated soil and groundwater. They are intended to help expedite the identification and evaluation of potential environmental concerns at contaminated sites. ESLs are prepared by the staff of the San Francisco Bay RWQCB. ESLs are not intended to establish policy or regulation, but they can be used as a conservative screening level for sites with contamination. Other agencies in California may elect to use ESLs; in general, ESLs could be used at any site in California, provided all stakeholders agree. In Dudek's recent experience, regulatory agencies throughout the state are using ESLs more frequently as regulatory cleanup levels. ESLs are not generally used at sites where the contamination is solely related to a leaking underground storage tank; those sites are instead subject to the Low-Threat Underground Storage Tank Closure Policy.

## California Department of Transportation/California Highway Patrol

Under 13 CCR, Division 2, Chapter 6, California regulates the transportation of hazardous waste originating or passing through the state. The California Highway Patrol and Caltrans have primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies. The California Highway Patrol enforces materials and hazardous waste labeling and packing regulations that prevent leakages and spills of material in transit and provides detailed information to cleanup crews in the event of an incident. The California Highway Patrol is responsible for vehicle and equipment inspection, shipment preparation, container

identification, and shipping documentation. The California Highway Patrol conducts regular inspections of licensed transporters to ensure regulatory compliance. Caltrans has emergency chemical spill identification teams at locations throughout the state. Hazardous waste must be regularly removed from generating sites by licensed hazardous waste transporters. Transported materials must be accompanied by hazardous waste manifests.

### California Code of Regulations

Most state and federal regulations and requirements that apply to generators of hazardous waste are identified in 22 CCR, Division 4.5. Title 22 contains the detailed compliance requirements for hazardous waste generators, transporters, treatment, storage, and disposal facilities. As California is a fully authorized state pursuant to RCRA, most RCRA regulations, such as those contained in 40 CFR Part 260 et seq., have been duplicated and integrated into Title 22. However, since DTSC regulates hazardous waste more stringently than EPA, the integration of federal and state hazardous waste regulations that make up Title 22 do not contain as many exemptions or exclusions as RCRA. As with the California Health and Safety Code, Title 22 also regulates a wider range of waste types and waste management activities than do RCRA regulations in 40 CFR Part 260. To aid the regulated community, California compiled the hazardous materials, waste, and toxics-related regulations contained in CCR Titles 3, 8, 13, 17, 19, 22, 23, 24, and 27, into one consolidated CCR Title 26, Toxics. However, the California hazardous waste regulations are still commonly referred to as “Title 22.”

### Local

In addition to federal and state laws and statutes, local agencies and jurisdictions have their own set of statutes and regulations governing hazards and hazardous materials.

### Ventura County Air Pollution Control District

The Ventura County Air Pollution Control District (APCD) has multiple compliance programs that promote maintaining or improving air quality within Ventura County. These include, among others, regulations for asbestos renovation and demolition, emissions controls for point sources under Title V, natural gas boilers and heaters, and emergency diesel engine emissions. APCD also reviews occupancy permits before issuance by the permitting jurisdiction.

- Asbestos renovation and demolition projects are reviewed and inspected by District inspectors to assure that the projects are conducted according to District and federal rules and regulations. This District program ensures that asbestos abatement renovation and demolition projects will not release asbestos containing materials that may harm the public health.
- The APCD issues Permits to Operate to facilities that have emergency standby diesel engines. These Permits apply conditions to assure compliance with the California Air Toxic Control Measure for Stationary Diesel Engines (ATCM) and APCD Rule 74.9, Stationary Internal Combustion Engines. Permit conditions set limits, based on the ATCM, for the annual hours of operation for maintenance and testing for each engine.
- Title V of the federal Clean Air Act requires major stationary sources of air pollution to obtain operating permits that assure compliance with all applicable federal air pollution control requirements. Holders of Title V permits are required to submit an annual certification of compliance for the previous permit period. The APCD’s Compliance Division reviews each Annual Compliance Certification for accuracy, completeness and to determine if there were any unreported violations, deviations, or excursions of any applicable federal air pollution control requirements.



- State law requires that APCD give approval before occupancy permits are issued. This helps prevent the installation of unpermitted sources of air pollution, and unsupervised renovation and demolition of facilities containing asbestos. Staff interviews applicants for certificates of occupancy and building permits, and issues authorization to the planning or building and safety department only after the applicant complies with or has been determined to be exempt from APCD requirements.
- APCD Rules 74.11 - Natural Gas-Fired Water Heaters, 74.11.1 - Large Water Heaters and Small Boilers, and 74.22 - Natural Gas-Fired, Fan-Type Central Furnaces require that the units be certified according to specific NOx emission limits before the units can be sold, offered for sale, or installed in Ventura County.

### Ventura County Environmental Health Division

The Ventura County Environmental Health Division is the CUPA for the City of Thousand Oaks and the Project sites. The Environmental Health Division manages the CUPA programs listed in the State regulatory subsection above. Emergency response services related to hazardous material releases are managed by Ventura County Fire Protection District.

### City of Thousand Oaks General Plan, Safety Element

The Safety Element of the City's General Plan (Thousand Oaks 2023) includes Hazardous Materials Policies -8.1 through 8.5, which are designed to meet Goal S-8, protect the community and environment from the effects of hazardous materials released into the air, land, or water.

- **8.1 Risks from hazardous materials.** Regulate the locations of businesses that utilize large quantities of hazardous materials, to prevent exposure of people or the environment from excessive hazardous material risks.
- **8.2 Cleanup of sites.** Coordinate with the Ventura County Environmental Health Department and the Regional Water Quality Control Board to cleanup sites that have been contaminated by hazardous materials releases, especially those that have contaminated groundwater.
- **8.3 Household hazardous waste disposal.** Continue to operate a local household hazardous waste (HHW) collection facility that is convenient and open for weekly drop off by the public and expand the HHW home collection program throughout the City.
- **8.4 Household hazardous waste education.** Support the education of the public about the importance of complying with household hazardous waste programs through City, waste hauler, and HHW facility operator communications.
- **8.5 Agency coordination for hazardous materials transportation.** Continue to follow guidelines set in the Hazard Mitigation Plan regarding regional plans for transportation corridors for hazardous materials.

## 4.7.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts to hazards, hazardous materials, and wildfire are based on California Environmental Quality Act (CEQA) Guidelines Appendix G. According to CEQA Guidelines Appendix G, a significant impact related to the Project would occur if the Project would:

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

- C. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- D. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.
- E. Be located within an airport land use plan, be within two miles of a public airport, and would result in a safety hazard or excessive noise for people residing or working in the Project area.
- F. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- G. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

## 4.7.4 Impacts Analysis

### ***A) Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

Less-Than-Significant Impact.

#### Cancer Center Site

Construction of the Cancer Center would include demolition of the existing hardscape (building foundations, swimming pool shell, paving, and fencing) and landscaping. As noted in the Phase I ESA (Appendix F) and in Section 4.7.1, Existing Conditions, there is a potential for asbestos-containing materials to be present on the remaining slab foundations (vinyl flooring/mastic) observed during the site reconnaissance. Under Ventura County APCD Rules, an asbestos survey must be conducted prior to obtaining a demolition permit. If asbestos-containing materials are found, a licensed asbestos abatement contractor must remove the asbestos prior to demolition beginning. Under National Emissions Standards for Hazards Air Pollutants (NESHAP) Rule 62.7, notification is required for demolition activities. Notification must be made in writing to the APCD at least 10 days prior to starting demolition work. With proper identification and abatement of asbestos-containing materials, if any, under current rules and regulations, impacts due to potential asbestos releases during routine disposal of these hazardous materials would be less than significant.

Hazardous materials that may be used during construction and demolition activities of the proposed project include gasoline, diesel fuel, oil, lubricants, grease, welding gases (e.g., acetylene, oxygen, and argon), solvents, and paints. These materials would be used and stored in designated construction staging areas within the boundaries of the Cancer Center site and would be transported, handled, and disposed of in accordance with all applicable federal, state, and local laws and regulations. The use of these materials for their intended purpose would not pose a significant risk to the public or environment. Hazardous wastes accumulated during project construction may include unused or off-specification paint and primer, paint thinner, solvents, and vehicle- and equipment-maintenance-related materials, many of which can be recycled. Empty containers for such materials (e.g., drums and totes) may also be returned to vendors, if possible. Hazardous waste that cannot be recycled would be transported by a licensed hazardous waste hauler using a Uniform Hazardous Waste Manifest and disposed of at an appropriately permitted facility. The use of these substances is subject to applicable federal, state, and local health and safety laws and regulations that are intended to minimize health risk to the public associated with hazardous materials.

During construction, if hazardous materials and/or petroleum products are stored on the site above applicable regulatory thresholds, the applicable documents and plans will be submitted accordingly. These thresholds include those outlined in the Hazardous Material Business Plan rules (California Health and Safety Code, Division 20, Chapter 6.95, Article 1; 19 CCR, Division 2, Chapter 4) and Spill Prevention, Control, and Countermeasure Plan rules (40 CFR, Chapter 1, Subchapter D, Part 112). Appropriate plans would be prepared as required by regulation and submitted to the local Certified Unified Program Agency, which for the Cancer Center site is the Ventura County Environmental Health Division, or kept on site through construction of the Cancer Center, as appropriate. Best management practices and spill prevention and response procedures required by these rules would be implemented.

The proposed Cancer Center would consist of approximately 58,000 gross square feet of medical offices and associated improvements. The medical office building would contain patient rooms, treatment services, office area for staff and physicians, conference/consultation rooms, lounge areas, general storage, and utility areas. As with construction, any hazardous materials and petroleum products stored on site above regulatory thresholds would be regulated by Hazardous Material Business Plan and Spill Prevention, Control, and Countermeasure rules and regulations. The generation, storage, and disposal of hazardous wastes, if generated, would be managed in accordance with Department of Toxic Substances Control hazardous waste regulations in CCR Title 22, Division 4.5 and federal RCRA regulations under 40 CFR Parts 239 through 282. Should aboveground storage tanks be used for petroleum storage, they would be regulated under the Aboveground Storage Tank Program within the Ventura County Environmental Health Division and Ventura County APCD. In general, hazardous materials would be limited to the use of commercially available cleaning products, landscaping chemicals and fertilizers, medical-grade testing chemicals and treatments, and various other commercially available substances. Although the project would introduce commercially available potentially hazardous materials to future patients, employees, and visitors of the project site, the use of these substances would be subject to applicable federal, state, and local health and safety laws and regulations that are intended to minimize health risk to the public associated with hazardous materials.

With adherence to federal, state, and local regulations, the construction and operational project impacts would be **less than significant**.

#### Janss Road Site

Construction of future residential development at the site would include demolition of the existing parking lot; no hazardous materials associated with demolition of the parking lot are anticipated. Hazardous materials that may be used during construction of future development at the site would include gasoline, diesel fuel, oil, lubricants, grease, welding gases (e.g., acetylene, oxygen, and argon), solvents, and paints. These materials would be used and stored in designated construction staging areas within the boundaries of the project site and would be transported, handled, and disposed of in accordance with all applicable federal, state, and local laws and regulations. The use of these materials for their intended purpose would not pose a significant risk to the public or environment. Hazardous wastes accumulated during construction of future development at the site may include unused or off-specification paint and primer, paint thinner, solvents, and vehicle- and equipment-maintenance-related materials, many of which can be recycled. Empty containers for such materials (e.g., drums and totes) would also be returned to vendors. Any hazardous waste that cannot be recycled would be transported by a licensed hazardous waste hauler using a Uniform Hazardous Waste Manifest and disposed of at an appropriately permitted facility. The use of these substances is subject to applicable federal, state, and local health and safety laws and regulations that are intended to minimize health risk to the public associated with hazardous materials.

During construction, if hazardous materials and/or petroleum products are stored on the Project site above applicable regulatory thresholds, the applicable documents and plans will be submitted accordingly. These thresholds include those outlined in the HMBP rules (California Health and Safety Code, Division 20, Chapter 6.95, Article 1; 19 CCR, Division 2, Chapter 4) and Spill Prevention, Control, and Countermeasure Plan rules (40 CFR, Chapter 1, Subchapter D, Part 112). Appropriate plans would be prepared as required by regulation and submitted to the local CUPA (i.e., Ventura County Environmental Health Division) and kept on site through construction of the project, as appropriate. Best management practices and spill prevention and response procedures required by these rules would also be implemented.

It is reasonably foreseeable that future development at the Janss Road site would consist of 9 residential units in a manner consistent with the proposed zoning and General Plan land use designation for the site. Typically, chemical storage is not associated with a residential development beyond small quantities of commercial cleaning supplies. With adherence to federal, state, and local regulations, the construction and operational project impacts would be **less than significant**.

***B) Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

#### Cancer Center Site

**Less-Than-Significant Impact.** As discussed in Section 4.7.4(a), survey for and identification of asbestos-containing materials is required prior to demolition activities in accordance with NESHAP 62.7 and Ventura County APCD rules. As such, potential impacts associated with reasonably foreseeable upset conditions involving the release of asbestos would be less than significant. Regulations in place for handling and storage of hazardous materials include the requirement to prepare and implement emergency response procedures (including California Accidental Release Prevention Program; Spill Prevention, Control, and Countermeasure Plans; and Hazardous Material Business Plans) as appropriate. Should onsite quantities of regulated substances exceed threshold quantities listed in CCR Title 19, Section 2770.5, a Risk Management Plan would be required per CCR Title 19, Chapter 4.5. Review of quantities of stored materials and reporting would be required under the regulations listed in Section 4.7.2. These regulations apply for hazardous materials stored on the project site for construction and operation. As such, impacts associated with potential upset or accident conditions involving hazardous materials would be less than significant.

The Phase I ESA (Appendix F) did not identify hazardous material impacts to groundwater, soil, or soil vapor on or near the Cancer Center site. It is not anticipated that any impacted materials will be encountered during construction; therefore, excavation on the site is not expected to create an upset or accident condition. Impacts would be **less than significant**.

#### Janss Road Site

**Less-Than-Significant Impact with Mitigation Incorporated.** As discussed in Section 4.7.4(a), regulations in place for handling and storage of hazardous materials during construction include the requirement to prepare and implement emergency response procedures (including Spill Prevention, Control, and Countermeasure Plans and HMBPs) as appropriate. Review of quantities of stored materials and reporting would be required under the regulations listed in Section 4.7.2. These regulations apply for hazardous materials stored on the site for construction. No chemical storage beyond small quantities of commercial cleaning supplies is anticipated during

operation. As such, impacts associated with potential upset or accident conditions involving hazardous materials would be less than significant.

Based on the Cortese and Non-Cortese List review (Section 4.7.1), it is not anticipated that any impacted materials will be encountered during construction. As noted in mitigation measure (MM)-HAZ-1, a Phase I ESA shall be conducted for the Janss Road site prior to future development to confirm that there are no recognized environmental conditions at the site. With implementation of MM-HAZ-1, the potential for excavation-related activities associated with future development of the Janss Road site to create a reasonably foreseeable upset or accidental conditions involving the release of hazardous materials would be reduced to a level of **less than significant with mitigation incorporated**.

***C) Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

#### Cancer Center Site

No Impact. There are no existing or proposed schools within 0.25 mile of the Cancer Center site. The proposed Cancer Center would, therefore, not emit hazardous emissions or handle hazardous materials within one-quarter mile of a school. **No impact** would occur.

#### Janss Road Site

Less-than-Significant Impact. The nearest school to the Janss Road site is Aspen Elementary School (1870 Oberlin Avenue), which is located approximately 0.21 mile southeast of the Janss Road site. It is reasonably foreseeable that implementation of the Janss Road development could result in the construction of 9 residential units on the 2.15-acre site. Future development at the site would be required to comply with all federal, State, and local regulations related to the transport, use, and disposal of hazardous materials and enforced by the City, and any hazardous dust from construction would be controlled by adhering to existing regulations, including implementation of dust control strategies and required compliance with VCAPCD Rule 55 (see Section 4.2, Air Quality, of this DEIR). With adherence to federal, State, and local regulations, future development at the Janss Road site would result in a **less than significant** impact.

***D) Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?***

No Impact.

#### Cancer Center Site

The Cancer Center site is not on, nor impacted by, a hazardous materials site listed pursuant to Government Code Section 65962.5. **No impact** would occur.

#### Janss Road Site

The Janss Road site is not on, nor impacted by, a hazardous materials site listed pursuant to Government Code Section 65962.5. **No impact** would occur.

***E) Would the Project be located within an airport land use plan, be within two miles of a public airport, and would result in a safety hazard or excessive noise for people residing or working in the Project area?***

No Impact.

#### Cancer Center Site

The Cancer Center site is not within 2 miles of a public airport, nor within an airport land use plan. **No impact** would occur.

#### Janss Road Site

The Janss Road site is not within 2 miles of a public airport, nor within an airport land use plan. **No impact** would occur.

***F) Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

Less-than-Significant Impact.

#### Cancer Center Site

The City of Thousand Oaks adopted the 2020 Emergency Operations Plan on February 25, 2020, which provides a framework for the City to prepare, respond and recover from a variety of emergency incidents, including establishment of evacuation routes. The Public Works Director for the City and Ventura County Sheriff's Department are responsible for coordinating evacuation during an emergency. While evacuation routes are identified at the time of emergency, U.S. Route 101, which is located approximately 0.2 mile north of the Cancer Center site, is a designated major evacuation route. Construction of the proposed Cancer Center would not significantly impact these roadways, because all staging and construction would occur on the site. Parking for operation of the Cancer Center would remain on site, further eliminating potential impacts to emergency evacuation routes. As also discussed in Section 4.11, Transportation, the site would be accessible through an existing driveway on Rolling Hills Drive and a new driveway on Los Padres Drive. All access points would be designed according to the City's applicable design standards to ensure adequate access to the site, including access for emergency vehicles and adequate turning radii is provided. The internal drive aisles and loading and parking areas would be designed to comply with City's width, clearance, and turning radius requirements of the Ventura County Fire Department (VCFD), which were established to ensure safe and efficient vehicular circulation. As such, the Cancer Center would not significantly impact emergency evacuation routes and plans, and impacts would be **less than significant**.

#### Janss Road Site

Less-than-Significant Impact.

In the event of an emergency requiring evacuation of future residential development at the Janss Road site, the VCSO (or if delayed, the Public Works Director) is responsible for coordinating evacuation. Evacuation routes are determined for each emergency based on the nature of the event and the location of evacuation shelters. Major evacuation routes located near the Janss Road site include U.S. Route 101, SR-23, West Janss Road, and North Lynn Road.

Future residential development would be required to comply with all applicable design standards set forth by the City, which were established to ensure safe and efficient vehicular circulation and emergency access. Internal circulation would comply with City and VCFD width, clearance, and turning-radius requirements for fire apparatus access (Ventura County Fire Protection District Ordinance Number 29). Because the project would comply with all applicable local requirements related to emergency vehicle access and circulation and would not result in closure or blockage of external City roads, the project would not impair an emergency response plan or evacuation plan and impacts would be **less than significant**.

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

Less Than Significant with Mitigation Incorporated.

#### Cancer Center Site

As discussed in Section 4.13, Wildfire, Cancer Center construction would introduce new potential sources of ignition to the site, including the use of heavy machinery and the potential for sparks during welding activities or other hot work. The Cancer Center must comply with City, State and Fire Protection District requirements for construction activities in hazardous fire areas, including fire safety and prevention practices, to reduce the possibility of fire ignitions during construction activities. **MM-WF-1** outlines additional requirements during construction to reduce wildfire risk, including adequate water supply, approved paved access roadways and site improvements within the active development area would be in place, including utilities, operable fire hydrants, an approved, temporary roadway surface, and fuel modification zones established. These would be implemented prior to any combustibles being allowed onsite. Once operational, the Cancer Center would comply with the Fire Protection Plan (Appendix J) as well as local requirements for properties within the VHFHSZ. **MM-WF-2** would also require vegetation setbacks and clearances to further reduce the potential for wildfire. Final landscape plans would be reviewed by Ventura County Fire Protection District before construction. **MM-WF-3** would require the east side of the proposed building to be constructed with code exceeding dual pane dual tempered glass windows, and 5/8-inch Type X fire rated gypsum sheathing applied behind the exterior covering or cladding. With implementation of **MM-WF-1**, **MM-WF-2**, and **MM-WF-3** and additional protections discussed in Section 4.13, Wildfire, impacts would be **less than significant with mitigation incorporated**.

#### Janss Road Site

As discussed in Section 4.13, Wildfire (see Threshold B), future construction and operation of a residential development at the Janss Road site would introduce new potential sources of ignition to the site and project area, as well as additional habitable structures and people in a VHFHSZ. However, new structures would be constructed to Ventura County Fire Code, Ventura County Fire Protection District's Fire Ordinance 33, and 2019 CFC standards (or the current edition). The ignition-resistant construction standards required for development in a FHSZ address roofs, eaves, exterior walls, vents, appendages, windows, and doors and result in hardened structures. In addition to ignition-resistant structures, future development at the site would be required to implement a fire hardened landscape and adequate fuel modifications. Fires from off-site would not have continuous fuels across this site and would therefore be expected to burn around and/or over the site via spotting. Future development of the site would also be required to submit a Fire Protection Plan (FPP) to implement VCFD fire safety requirements and project specific mitigation measures. With adherence to all required building and fire codes, and with implementation of the fire prevention measures and design features as outlined in **MM-WF-1** and **MM-WF-2** in Section 4.13, Wildfire, of this EIR, future development of the site would not be anticipated to exacerbate wildfire risks. With implementation

of **MM-WF-1** and **MM-WF-2** and additional protections discussed above and in Section 4.13, Wildfire, of this EIR, impacts would be **less than significant with mitigation incorporated**.

## 4.7.5 Mitigation Measures and Level of Significance After Mitigation

**A) Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

The Project would have a **less-than-significant impact** related to hazards to the public or environment through routine transport, use, or disposal of hazardous materials. No mitigation is required.

**B) Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

The Cancer Center site would have a **less-than-significant impact** related to reasonably foreseeable upset or accident conditions involving the release of hazardous materials. No mitigation is required.

The Janss Road site would have a **less-than-significant impact with mitigation incorporated** related to reasonably foreseeable upset or accident conditions involving the release of hazardous materials.

**MM-HAZ-1** Phase I Environmental Site Assessment (ESA) for Janss Road site. A Phase I ESA shall be conducted in accordance with ASTM Standard E-1527-21 (or a more recent version of ASTM E-1527) prior to change of land use or issuance of a demolition, grading, or building permit where ground disturbance is required. Potential recognized environmental conditions identified in the Phase I ESA shall be investigated through completion of a Phase II ESA in accordance with ASTM Standard 1903-19 (or a more recent version of ASTM 1903). The Phase II ESA shall compare sampling results to regulatory screening levels (RWQCB ESLs, EPA RSLs, and DTSC-SLs) based on the proposed residential land use as well as construction worker safety requirements. If concentrations exceed current screening levels, the applicant may be required to provide additional data (i.e., further sample collection) and/or a human health risk assessment to the City to demonstrate protection of human health prior to the issuance of a permit. If concentrations exceed current screening levels or if the increased human health risk estimate exceeds one in a million, the City shall consult a regulatory agency (e.g., Ventura County Environmental Health, RWQCB, or DTSC) prior to the issuance of permits to determine an appropriate plan of action for remediation or mitigation related to the potential hazards. Written confirmation from the overseeing regulatory agency shall be provided to the City documenting that the existing environmental contamination will not significantly impact the health and safety of construction workers, adjacent sensitive receptors, future occupants, or future land uses on the site, and that protections or remediation completed are adequate to ensure future activities and land uses will not be subject to a health risk at the site. Alternatively, the regulatory agency review may indicate that safety standards cannot be assured, which may result in denial of the permit application.



**C) Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

Cancer Center Site

The Cancer Center site would have no impact related to emissions near an existing or proposed school. No mitigation is required.

Janss Road Site

The Janss Road site is located within 0.25 mile of a school and future development would be anticipated to result in a less than significant impact. No mitigation is required.

**D) Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?**

Cancer Center Site

The Project would have no impact related to hazardous materials sites listed pursuant to Government Code Section 65962.5. No mitigation is required.

Janss Road Site

The Project would have no impact related to hazardous materials sites listed pursuant to Government Code Section 65962.5. No mitigation is required.

**E) Would the Project be located within an airport land use plan, be within two miles of a public airport, and would result in a safety hazard or excessive noise for people residing or working in the Project area?**

Cancer Center Site

The Project would have no impact related to safety or excessive noise associated with airports. No mitigation is required.

Janss Road Site

The Project would have no impact related to safety or excessive noise associated with airports. No mitigation is required.

**F) Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Cancer Center Site

The Project would have no impact related to adopted emergency response or evacuation plans. No mitigation is required.

Janss Road Site

The Project would have no impact related to adopted emergency response or evacuation plans. No mitigation is required.

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

The Project would have a less-than-significant impact with mitigation incorporated related to significant risk of loss, injury, or death involving wildland fires. See Section 4.13 for mitigation measures **MM-WF-1**, **MM-WF-2**, and **MM-WF-3**.

## 4.7.6 References Cited

CalEPA (California Environmental Protection Agency). 2023. Cortese List Data Resources. Accessed May 31, 2023. <https://calepa.ca.gov/sitecleanup/corteselist/>

CDE (California Department of Education). 2023. School Directory online database. Accessed May 31, 2023. <https://www.cde.ca.gov/schooldirectory/>

City of Thousand Oaks. 2020. Emergency Operations Plan. 2020. <https://www.toaks.org/home/showpublisheddocument/25785/637177953044900000>.

City of Thousand Oaks. 2023. Thousand Oaks General Plan. Adopted December 5, 2023. Accessed December 14, 2023. <https://toaksorg.sharepoint.com/sites/GeneralPlan/Shared%20Documents/Forms/AllItems.aspx?id=%2Fsites%2FGeneralPlan%2FShared%20Documents%2FDraft%20General%20Plan%20Public%20Links%2FApproval%20Documents%2FAttachment%202%20Exhibit%20D%20Draft%20General%20Plan%202045%20Addenda%20and%20Errata%20Memo%2Epdf&parent=%2Fsites%2FGeneralPlan%2FShared%20Documents%2FDraft%20General%20Plan%20Public%20Links%2FApproval%20Documents&p=true&ga=1>.

FAA (Federal Aviation Administration). 2023. OEAAA Notice Criteria Tool. Accessed May 31, 2023. <https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp>

## 4.8 Land Use and Planning

This section describes the existing land use and planning conditions of the Los Robles Comprehensive Cancer Center (Cancer Center site) and the 355 West Janss Road General Plan Amendment and Zone Change (Janss Road site) Project (collectively the “Project”) vicinity, identifies associated regulatory requirements and evaluates potential impacts. Information contained in this section is based on review of local, regional, and statewide policies and regulations encompassing the Project site, including:

- Southern California Association of Government’s (SCAG) Regional Transportation Plan/Sustainable Communities Plan (RTP/SCS; Connect SoCal)
- City of Thousand Oaks 2045 General Plan
- City of Thousand Oaks Municipal Code

Other sources consulted are listed in Section 4.8.6, References Cited.

### 4.8.1 Existing Conditions

#### City-Wide Conditions

Thousand Oaks is located approximately 39 miles west of downtown Los Angeles and about 12 miles inland from the Pacific Ocean within the Conejo Valley, a mountain-rimmed plateau ranging from 600 to 900 feet above sea level. The Conejo Valley is approximately nine miles long and seven miles wide and is rimmed by Mountclef Ridge and the Simi Hills to the north and east, the Santa Monica Mountains to the south, and Conejo Mountain to the west. The developed portions of the city are located primarily on the Conejo Valley floor and on slopes of less than 25 percent gradient.

When first incorporated in 1964, Thousand Oaks population was approximately 20,000 residents in an area of 14.28 square miles. The City has a population of approximately 127,000 within an area of about 55 square miles (City of Thousand Oaks 2023a). The City is an economically balanced community with a diverse tax base. Residential, office and retail commercial, and industrial land uses are carefully planned and located within the City.

#### Cancer Center Site

#### Existing Site Conditions

The Cancer Center site is located at 400 East Rolling Oaks Drive in Thousand Oaks, Ventura County, California. The site is located on the southeast corner of Rolling Oaks Drive and Los Padres Drive. The Cancer Center site is currently vacant with the foundation/slab of a former daycare facility, a soil-filled swimming pool, former playground area and ballcourt, and parking lot.

The Cancer Center site consists of Assessor’s Parcel Number (APN) 681-0-180-265 and 681-0-180-275.

According to the City’s General Plan and Zoning Map, the land use and zoning designations for the Cancer Center site are Neighborhood Very Low and Rural-Exclusive (R-E-1AC) [City of Thousand Oaks 2023b; City of Thousand Oaks 2022].

## Surrounding Land Uses

Specific land uses located in the immediate vicinity of the Cancer Center site include the following:

- **North:** Rolling Oaks Drive and medical office development
- **East:** undeveloped land and residential development.
- **South:** undeveloped land designated as Los Padres Open Space.
- **West:** Los Padres Drive and medium-density residential properties.

Surrounding properties include a multi-building medical center complex and US Route 101 to the north; low-density residential properties to the east and south; and low- to medium-density residential properties to the west.

### Janss Road Site

#### Existing Site Conditions

The Janss Road site is located on 2.15 acres at 355 West Janss Road (APN 522-0-270-135) in Thousand Oaks, Ventura County, California. The Janss Road site is located on the northeast corner of North Lynn Road and West Janss Road. The site is utilized as a surface parking lot for employees at the existing surgical center and supporting medical service buildings located north and east of the site. The surface parking lot contains 183 parking spaces for employees; 15 light standards 14-feet in height, and landscape planters with ornamental trees located between parking rows. Ornamental trees also line the northern and western project boundary and a portion of the eastern project boundary.

According to the City's General Plan and Zoning Map (City of Thousand Oaks 2023b; City of Thousand Oaks 2022), the land use and zoning designations for the Janss Road site are Institutional (I) and Public, Quasi-public and institutional Lands and Facilities (P-L), as shown in Figure 3-3b, Existing and Proposed Land Use Designations and Figure 3-4b, Existing and Proposed Zoning, found in Chapter 3, Project Description.

## Surrounding Land Uses

Specific land uses located in the immediate vicinity of the Janss Road site include the following:

- **North:** The site is bounded on the north by a medical office development.
- **East:** The site is bounded on the east by an internal access road and parking lot.
- **South:** The site is bounded on the south by West Janss Road and residential development.
- **West:** The site is bounded on the west by North Lynn Road and Wildwood Open Space.

Surrounding properties include a medical office development and associated parking lot to the north; a parking lot to the east; and residential development to the south.

## 4.8.2 Relevant Plans, Policies, and Ordinances

### Federal

There are no federal plans, policies, or ordinances applicable to the land use considerations of the Project.

## State

### California Planning and Zoning Law

The legal framework under which California cities and counties exercise local planning and land use functions is set forth in California Planning and Zoning Law, Government Code Sections 65000-66499.58. Under State planning law, each city and county must adopt a comprehensive, long-term general plan. State law gives cities and counties wide latitude in how a jurisdiction may create a general plan, but there are fundamental requirements that must be met. As stated in Section 65302 of the California Government Code, “The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principle, standard, and plan proposals.” While a general plan will contain the community vision for future growth, California law also requires each plan to address the mandated elements listed in Section 65302. The mandatory elements for all jurisdictions are land use, circulation, housing, conservation, open space, noise, and safety. Each of the elements must contain text and descriptions setting forth objectives, principles, standards, policies, and plan proposals.

### Senate Bill 743

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014. The purpose of SB 743 is to streamline the review under the California Environmental Quality Act (CEQA) to balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions. An in-depth discussion of SB 743 is provided in Section 4.11, Transportation. In summary, SB 743 changes the focus of environmental review of transportation impacts. In the past, environmental review of transportation impacts focused on the delay that vehicles experience at intersections and on roadway segments, which is often measured using levels of service (LOS). Under SB 743, LOS can no longer be used to determine significant transportation impacts under CEQA. The State CEQA Guidelines were updated in 2018 to require use of the vehicle miles traveled (VMT) methodology for assessing transportation impacts.

### Senate Bill 330

The Housing Crisis Act of 2019, or Senate Bill 330 (SB 330), was passed in October 2019 to address California’s housing shortage by expediting the approval process for housing development projects. The Housing Crisis Act prohibits some local discretionary land use controls and generally requires cities to approve housing developments that comply with the objective standards in local zoning codes and general plans. It requires that a housing development project only be subject to the ordinances, policies, and standards adopted and in effect when a preliminary application is submitted, notwithstanding the provisions of the Housing Accountability Act (HAA) or any other law, subject to certain exceptions. The Act included amendments to the HAA, Planning and Zoning Law, and Permit Streamlining Act, setting new provisions statewide for housing development projects. Effective January 1, 2022, SB 330 is now extended until January 1, 2030, with the passage of SB 8.

## Regional

### Regional Transportation Plan/Sustainable Communities Strategy

Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization (MPO) for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial),

and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. The City of Thousand Oaks is one of the many jurisdictions that fall under SCAG.

The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (also known as the Connect SoCal Plan) was adopted on September 3, 2020, and presents the land use and transportation vision for the region through the year 2045, providing a long-term investment framework for addressing the region's challenges (SCAG 2020). The RTP/SCS explicitly lays out goals related to housing, transportation, equity and resilience in order to adequately reflect the increasing importance of these topics in the region, and where possible the goals have been developed to link to potential performance measures and targets. The RTP/SCS development process involved working closely with local governments throughout the region to collect and compile data on land use and growth trends. The core vision of the RTP/SCS is to build upon and expanded land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern.

## Local

### City of Thousand Oaks General Plan

According to the adopted 2045 General Plan, the Cancer Center site has a Neighborhood Very Low land use designation. A General Plan Amendment would be needed to change the Cancer Center site's land use designation from Neighborhood Very Low to Commercial Neighborhood. A General Plan Amendment would also be needed to change the Janss Road site's land use designation from Institutional to Neighborhood Low 1.

### Thousand Oaks 2021-2029 Housing Element

The City has adopted an updated Housing Element that is pending certification from the State Department of Housing and Community Development. The population of Thousand Oaks is projected by SCAG to increase to approximately 144,713 in 2045 (SCAG 2020). This increase would equal 13,611 new residents which would make up 0.456 percent of the regional population growth. The total Regional Housing Needs Allocation (RHNA) allocation for Thousand Oaks is 735 extremely low/very low-income units, 494 low-income units, 532 moderate income units, and 860 above moderate-income units.

### Thousand Oaks Zoning Regulations

For the Cancer Center component, a zone change is proposed to change the property's zoning from Rural-Exclusive (R-E-1AC) to Commercial Office (C-O) on the City's Zoning Map, to allow development of a medical office building.

For the Janss Road component, a zone change is proposed to change the property's zoning from Public, Quasi-public and Institutional Lands and Facilities (PL) to Residential Planned Development, maximum 4.5 dwelling units per acre (RPD-4.5U) on the City's Zoning Map, to allow the potential future development of up to nine residential units.

### Guidelines For Development Within the Corridors of the Route 101 and 23 Freeways

The Cancer Center site is located approximately 860 feet from the centerline of US-101. Thousand Oaks City Council Resolution No. 91-172 established guidelines for development within the corridors of the US-101 and State Route 23, which are applicable to property located wholly or partially within 1,000 feet of the centerline of either freeway. The various guidelines pertain to site planning; architectural design; walls, barriers, and berms; and landscape planting.

### 4.8.3 Thresholds of Significance

The following significance criteria, included for analysis in this environmental impact report (EIR), is based on Appendix G of the State CEQA Guidelines (14 CCR 15000 et seq.), and will be used to determine the significance of potential land use and planning impacts. Impacts to land use and planning would be significant if the Project would:

- A. Physically divide an established community.
- B. Conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

### 4.8.4 Impacts Analysis

#### *A) Would the Project physically divide an established community?*

##### Cancer Center Site

**No Impact.** The physical division of an established community typically refers to the construction of a linear feature (e.g., a major highway or railroad tracks) or removal of a means of access (e.g., a local road or bridge) that would impair mobility within an existing community or between a community and outlying area. Redevelopment of the Cancer Center site would provide new interconnections within and adjacent to the site.

Under the existing condition, the Cancer Center site is vacant land with remnants of previous onsite development and surrounded by existing roads, medical office uses, residential uses, and open space. Connectivity within the area surrounding the site is facilitated via local roadways and existing pedestrian and bicycle facilities. With Project implementation, the site would be redeveloped as a medical facility that includes new driveways, pedestrian, and bicycle improvements that interconnect the site with surrounding uses. As such, the Project would not impede movement within the Project area, within an established community, or from one established community to another. Therefore, **no impact** associated with division of an existing community would occur.

##### Janss Road Site

**No Impact.** The physical division of an established community typically refers to the construction of a linear feature (e.g., a major highway or railroad tracks) or removal of a means of access (e.g., a local road or bridge) that would impair mobility within an existing community or between a community and outlying area. The Project would allow for future residential development that would provide new interconnections within and adjacent to the Janss Road site.

Under the existing condition, the Janss Road site is an employee parking lot surrounded by existing roads, medical office development, residential uses, and open space. With Project implementation, it is reasonable to assume future development of the site would result in development of 9 residential units onsite and would include associated improvements that facilitate interconnection with surrounding roadways, pedestrian, and bicycle facilities. As such, future development of the site would not impede movement within the Project area, within an established community, or from one established community to another. Therefore, **no impact** associated with division of an existing community would occur.

**B) Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

Cancer Center Site

Less-than-Significant Impact. The proposed Cancer Center would cause a significant environmental impact if implementation resulted in a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. With implementation of the mitigation measures throughout this EIR, the Project would be consistent with applicable City policies and regulations upon approval of the Project and associated land use changes as proposed.

**City of Thousand Oaks Land Use Plans, Policies, and Regulations**

General Plan

Pursuant to state law, general plans establish land use regulations for those areas covered by the General Plan. As depicted on Figure 3-3a, Existing and Proposed Land Use Designations (see Chapter 3, Project Description of this EIR), the General Plan currently designates the Cancer Center site as Neighborhood Very Low (City of Thousand Oaks 2023b). The project is consistent with a land use designation of Commercial Neighborhood. As such, the Project involves modifying the Cancer Center site’s General Plan Land Use designation from Neighborhood Very Low to Commercial Neighborhood. Approval of the proposed General Plan Amendment would eliminate any potential inconsistency between proposed land uses and the site’s existing land use designations.

Additionally, the General Plan contains several goals and policies that address land use and planning and are applicable to the project. An analysis of the project’s consistency with these goals and policies is provided in Table 4.8-1.

**Table 4.8-1. Project Consistency with General Plan - Cancer Center Site**

Applicable Land Use Goals or Policies	Would the Project conflict?
<b>General Development Policies</b>	
Policy 1.1 Overall City structure. Establish a clearly defined urban pattern of development and open space by expanding and diversifying the employment uses in the City with a focus on biotech, high tech, research and development, and office uses.	<b>Would not Conflict:</b> The Project would develop a new medical office building on a property near other medical office buildings to the north. The Project would maximize employment opportunities by entitling a cancer center that is responsive to market needs and which will add high quality jobs to the Cancer Center site.
Policy 1.3 Balance character and infill. Maintain community character while promoting infill development that brings needed housing, amenities, and jobs to the City.	<b>Would not Conflict.</b> The Project would develop a medical office building on a property near other medical office buildings to the north. The scale of the new medical office building and the existing medical office buildings and apartments are similar.
Policy 10.1 Public View Corridors. Reaffirm and update adopted view sheds protection within the Ridgeline Study. Promote development practices that enhance and frame views of the mountains and ridgelines from view corridors along public rights of way.	<b>Would not Conflict:</b> Since the Cancer Center site is within 1,000 feet of the centerline of U.S. Highway 101, development is required to comply with the Guidelines for Development within the Corridors of the Route 101 and 23 Freeways Corridor. As discussed in Section 4.1, Aesthetics, impacts would be less than significant.



**Table 4.8-1. Project Consistency with General Plan - Cancer Center Site**

Applicable Land Use Goals or Policies	Would the Project conflict?
<b>Additional Goals and Policies</b>	
Goal LU-11: Power existing and new buildings with clean energy.	<b>Would not Conflict.</b> Refer to Section 4.6, Greenhouse Gas Emissions with regard to the Project’s proposed and required sustainable features.
Healthcare: Goal CFS-14: Ensure access to quality health and mental healthcare and social services that support all stages of living in Thousand Oaks.	<b>Would not Conflict:</b> The Project would provide a state-of-the-art cancer center that consolidates various cancer services, cancer medical equipment, and patient service-related functions within a single comprehensive cancer treatment facility located adjacent to the existing Thousand Oaks Surgical Hospital (TOSH) to allow for improved patient convenience, efficiency, and quality of care.
Air Quality: Goal C-10: Achieve and maintain air quality that protects public health, safety, and welfare for those who live or work in the City and for visitors.	<b>Would not Conflict.</b> Refer to Section 4.2, Air Quality, and Section 4.6, Greenhouse Gas Emissions; impacts with regard to air quality and GHG emissions would be less than significant.
Conservation: Policy 2.2: Protected tree preservation. Continue to implement the City’s Oak Tree and Landmark Tree Ordinances per the Municipal Code and the Oak Tree Preservation and Protection Guidelines.	<b>Would not Conflict.</b> As detailed in Section 4.3, Biological Resources, impacts to oak trees would be less than significant with the incorporation of mitigation measure (MM)-BIO-10 through MM-BIO-13.
Conservation: Goal C-9: Minimize disturbance of wetlands and riparian habitat.	<b>Would not Conflict.</b> As detailed in Section 4.3, Biological Resources, impacts to wetlands would be less than significant.
Conservation: Policy 2.2. Slope development. Limit development on steep slopes and ridgelines.	<p><b>Cancer Center Component:</b></p> <p><b>Consistent.</b> Portions of the Cancer Center site contain slopes with a 25% natural grade of greater. Slopes on the Cancer Center site greater than 25% are limited to the southern portion of the Cancer Center site behind the proposed Cancer Center building and along the eastern boundary of the Cancer Center site.</p> <p>While the Cancer Center component would include grading on slopes that are over 25% natural grade, and the development of the site would include construction of a 9-foot-high tiered retaining wall along the southern boundary (and segments of the eastern and western boundary). As shown in Figure 4.1-6, views of the graded area tiered retaining walls from Rolling Oaks Drive would be partially obstructed by the Cancer Center building and landscaping. Additionally, views would be brief as pedestrians and motorists travel along Rolling Oaks Drive and views of the retaining walls and altered slopes would be limited and not result in a substantial effect to existing scenic quality. The</p>

**Table 4.8-1. Project Consistency with General Plan - Cancer Center Site**

Applicable Land Use Goals or Policies	Would the Project conflict?
	Cancer Center does not propose manufactured slopes nor fill that would exceed 25 feet. <b>Janss Road Component:</b> <b>Not applicable.</b> The Janss Road site does not contain slopes with a 25% natural grade or greater.

With approval of the proposed General Plan Amendment and rezoning and the implementation of measures described above, the Project would eliminate any potential inconsistency between proposed land uses and the site’s existing land use designation and zoning or any conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

As discussed in Chapter 4.1, Aesthetics, the Project would be consistent with the applicable goals and policies regarding scenic resources within the City General Plan’s Conservation Element, and Land Use Element. As demonstrated in the above analysis, the Project would be consistent with applicable General Plan policies.

Therefore, the project would not conflict with any land use plan, policy, or regulation and impacts would be **less than significant**.

**Regional Transportation Plan/Sustainable Communities Strategy**

The 2020-2045 RTP/SCS was adopted on September 3, 2020, and presents the land use and transportation vision for the region through the year 2045, providing a long-term investment framework for addressing the region’s challenges. The RTP/SCS established goals for the region and identifies transportation investments that address the region’s growing population, as well as strategies to reduce traffic congestion and GHG emissions. In addition, the RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve state GHG emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support the region’s vital goods movement industry, and utilize resources more efficiently (SCAG 2020).

Consistency with the 2020-2045 RTP/SCS goals, discussed in Section 4.6, Greenhouse Gas Emissions, demonstrates that the Cancer Center component would not conflict with the applicable goals in the RTP/SCS adopted for the purpose of avoiding or mitigating an environmental effect. Table 4.6-7 within Section 4.6, Greenhouse Gas Emissions, demonstrates how the Cancer Center component promotes consistency with the guiding principles and policies of the RTP/SCS.

As described in Tables 4.8-1, 4.6-7, and the above discussion, the Cancer Center component would be consistent with the applicable goals and policies set forth by the General Plan, and SCAG in the RTP/SCS. Therefore, impacts would be **less than significant**.

**Janss Road Site**

**Less-than-Significant Impact.** The proposed change in land use designation and zoning and future development at the Janss Road site would cause a significant environmental impact if implementation resulted in a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

With implementation of the land use designation change and rezone of the Janss Road site and implementation of mitigation measures in this EIR, the Project would be consistent with applicable City policies and regulations upon approval of the Project and associated land use changes as proposed. The loss of code-required hospital employee parking spaces at the site would occur with future development of the site; however, any nonconforming conditions would require resolution at the time future development is proposed.

### City of Thousand Oaks Land Use Plans, Policies, and Regulations

#### General Plan

Pursuant to state law, general plans establish land use regulations for those areas covered by the General Plan. As depicted on Figure 3-3b (refer to Chapter 3, Project Description), the General Plan currently designates the Janss Road site as Institutional (City of Thousand Oaks 2023b). As such, the Project involves modifying the Janss Road site’s General Plan Land Use designation from Institutional to Neighborhood Low 1. Approval of the proposed General Plan Amendment would eliminate any potential inconsistency between proposed land uses and the site’s existing land use designations.

Additionally, the General Plan contains several goals and policies that address land use and planning and are applicable to the Project. An analysis of the project’s consistency with these goals and policies is provided in Table 4.8-2.

**Table 4.8-2. Project Consistency with General Plan - Janss Road Site**

Applicable Land Use Goals or Policies	Would the Project conflict?
<b>Land Use Element Goals</b>	
Goal LU-3: Promote a diversity of housing types for Thousand Oaks residents through all stages of life.	<b>Would not Conflict.</b> The Project would allow the capacity for a future project to develop residential units on a property near other residential uses to the south.
<b>Land Use Element Policies</b>	
Policy 1.3 Balance community character. Maintain community character while promoting infill development that brings needed housing, amenities, and jobs to the City.	<b>Would not Conflict.</b> The Project would allow the capacity for a future project to develop residential units on a property near other residential uses to the south.
Policies 3.1 Diversity of housing. Promote a diversity of housing types in locations throughout the City, specifically in neighborhood areas that contain goods and services, parks and open space, and public schools in a walkable setting.	<b>Would not Conflict.</b> No residential development is proposed as part of the Project. However, compliance with local regulation would require any future development to be consistent with the general plan policies in effect at the time of complete submittal. Public schools, parks and open space and services are in a walkable distance from the Janss Road site. It can currently be assumed that the development would consist of up to nine single-family detached and/or attached homes to further diversify the housing stock found throughout the City.

**Table 4.8-2. Project Consistency with General Plan - Janss Road Site**

Applicable Land Use Goals or Policies	Would the Project conflict?
<b>Additional Policies</b>	
Air Quality: Goal C-10: Achieve and maintain air quality that protects public health, safety, and welfare for those who live or work in the City and for visitors	<b>Would not Conflict.</b> Refer to Section 4.2, Air Quality, and Section 4.6, Greenhouse Gas Emissions. As detailed there, the Project’s impacts with regard to air quality and GHG emissions would be less than significant.
Conservation: Policy 2.2: Protected tree preservation. Continue to implement the City’s Oak Tree and Landmark Tree Ordinances per the Municipal Code and the Oak Tree Preservation and Protection Guidelines.	<b>Would not Conflict.</b> As detailed in Section 4.3, Biological Resources, impacts to oak trees would be less than significant with the incorporation of MM-BIO-10 through MM-BIO-13.

With approval of the proposed General Plan Amendment and rezoning and the implementation of measures described above, it is anticipated future development at the Janss Road site would eliminate potential inconsistency between proposed land uses and the site’s existing land use designation and zoning or any conflict with land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. In addition, any nonconforming conditions that may occur at the time future development is proposed would require resolution during review of that project; this includes the replacement of code-required hospital employee parking spaces that would be required with future development of the site. Therefore, the Janss Road component would not be anticipated to conflict with any land use plan, policy, or regulation and impacts would **be less than significant**.

**Regional Transportation Plan/Sustainable Communities Strategy**

The 2020-2045 RTP/SCS was adopted on September 3, 2020, and presents the land use and transportation vision for the region through the year 2045, providing a long-term investment framework for addressing the region’s challenges. The RTP/SCS established goals for the region and identifies transportation investments that address the region’s growing population, as well as strategies to reduce traffic congestion and GHG emissions. In addition, the RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve state GHG emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support the region’s vital goods movement industry, and utilize resources more efficiently (SCAG 2020).

Consistency with the 2020-2045 RTP/SCS goals, discussed in Section 4.6, Greenhouse Gas Emissions, demonstrates that the Janss Road Component would not conflict with the applicable goals in the RTP/SCS adopted for the purpose of avoiding or mitigating an environmental effect. Table 4.6-7 within Section 4.6, Greenhouse Gas Emissions, demonstrates how the Project promotes consistency with the guiding principles and policies of the RTP/SCS.

As described in Tables 4.8-2 and 4.6-7, the Janss Road Component would be consistent with the applicable goals and policies set forth by the General Plan, and SCAG in the RTP/SCS. Therefore, impacts would be **less than significant**.

## 4.8.5 Mitigation Measures and Level of Significance After Mitigation

### ***A) Would the Project divide an established community?***

The Project would result in no impacts regarding dividing an established community. No mitigation is required.

### ***B) Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?***

The Project would result in less-than-significant impacts with regard to a conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No mitigation is required.

## 4.8.6 References

City of Thousand Oaks. 2022. City of Thousand Oaks Zoning Boundaries. Updated November 8, 2022. Accessed May 23, 2023. <https://city-of-thousand-oaks-arcgis-hub-toaks.hub.arcgis.com/documents/3b3c24307c424ac09240ad0556b0b4d0/explore>.

City of Thousand Oaks. 2023a. "History". Accessed August 8, 2023. <https://www.toaks.org/departments/city-manager-s-office/public-information-office/history>.

City of Thousand Oaks. 2023b. Thousand Oaks General Plan. Adopted December 5, 2023. Accessed December 14, 2023. <https://toaksorg.sharepoint.com/sites/GeneralPlan/Shared%20Documents/Forms/AllItems.aspx?id=%2Fsites%2FGeneralPlan%2FShared%20Documents%2FDraft%20General%20Plan%20Public%20Links%2FApproval%20Documents%2FAttachment%202%20Exhibit%20D%20Draft%20General%20Plan%202045%20Addenda%20and%20Errata%20Memo%2Epdf&parent=%2Fsites%2FGeneralPlan%2FShared%20Documents%2FDraft%20General%20Plan%20Public%20Links%2FApproval%20Documents&p=true&ga=1>.

SCAG (Southern California Association of Governments). 2020. 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy. Adopted September 2020. Accessed June 2023. <https://scag.ca.gov/read-plan-adopted-final-plan>.

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## 4.9 Noise

This section describes the existing noise conditions of the Los Robles Comprehensive Cancer Center (Cancer Center site) and the 355 West Janss Road General Plan Amendment and Zone Change (Janss Road site) Project (collectively the “Project”) site and vicinity, identifies associated regulatory requirements, evaluates potential noise and groundborne vibration impacts, and identifies mitigation measures (MMs) related to implementation of the Project.

In addition to the documents incorporated by reference (see Section 2.7 of Chapter 2 of this environmental impact report [EIR]), the following analysis is based, in part, on the following sources:

- Noise and Vibration Technical Report for the Los Robles Comprehensive Cancer Center Project, City of Thousand Oaks, California, prepared by Dudek in December 2023 (Appendix G).

Other sources consulted are listed in Section 4.9.6, References Cited.

### 4.9.1 Existing Conditions

#### Noise and Vibration Characteristics

##### Noise

Noise is defined as unwanted sound. Sound may be described in terms of level or amplitude (measured in decibels [dB]), frequency or pitch (measured in hertz or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the amplitude of sound is the decibel. Because the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale is used to relate noise to human sensitivity. The A-weighted decibel (dBA) scale performs this compensation by discriminating against low and very high frequencies in a manner approximating the sensitivity of the human ear. Several descriptors of noise (noise metrics) exist to help predict average community reactions to the adverse effects of environmental noise, including traffic-generated noise, on a community. These descriptors include the energy-equivalent noise level over a given period ( $L_{eq}$ ), the statistical sound level ( $L_{xx}$ , where “xx” is a cumulative percentage of time within the measurement period for which the indicated level is exceeded), the day–night average noise level ( $L_{dn}$ ), and the community noise equivalent level (CNEL). Table 4.9-1 provides examples of A-weighted noise levels from common sounds. In general, human sound perception is such that a change in sound level of 3 dB is barely noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling or halving the sound level.

**Table 4.9-1. Typical Sound Levels in the Environment and Industry**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
—	110	Rock band
Jet flyover at 300 meters (1,000 feet)	100	—
Gas lawn mower at 1 meter (3 feet)	90	—
Diesel truck at 15 meters (50 feet), at 80 kilometers per hour (50 mph)	80	Food blender at 1 meter (3 feet) Garbage disposal at 1 meter (3 feet)
Noisy urban area, daytime gas lawn mower at 30 meters (100 feet)	70	Vacuum cleaner at 3 meters (10 feet)
Commercial area Heavy traffic at 90 meters (300 feet)	60	Normal speech at 1 meter (3 feet)

**Table 4.9-1. Typical Sound Levels in the Environment and Industry**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Quiet urban daytime	50	Large business office Dishwasher, next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime	30	Library
Quiet rural night time	20	Bedroom at night, concert hall (background)
—	10	Broadcast/recording studio
Lowest threshold of human hearing	0	Lowest threshold of human hearing

**Source:** Caltrans 2013.

**Note:** dBA = A-weighted decibel.

$L_{eq}$  is a sound energy level averaged over a specified period (typically no less than 15 minutes for environmental studies).  $L_{eq}$  is a single numerical value that represents the amount of variable sound energy received by a receptor during a time interval. For example, a 1-hour  $L_{eq}$  measurement would represent the average amount of energy contained in all the noise that occurred in that hour.  $L_{eq}$  is an effective noise descriptor because of its ability to assess the total time-varying effects of noise on sensitive receptors.

Unlike the  $L_{eq}$  metrics,  $L_{dn}$  and CNEL metrics always represent 24-hour periods, usually on an annualized basis.  $L_{dn}$  and CNEL also differ from  $L_{eq}$  because they apply a time-weighted factor designed to emphasize noise events that occur during the evening and nighttime hours (when speech and sleep disturbance is of more concern). “Time weighted” refers to the fact that  $L_{dn}$  and CNEL penalize noise that occurs during certain sensitive periods. In the case of CNEL, noise occurring during the daytime (7:00 a.m.–7:00 p.m.) receives no penalty. Noise during the evening (7:00 p.m.–10:00 p.m.) is penalized by adding 5 dB, while nighttime (10:00 p.m.–7:00 a.m.) noise is penalized by adding 10 dB.  $L_{dn}$  differs from CNEL in that the daytime period is defined as 7:00 a.m.–10:00 p.m., thus eliminating the evening period.  $L_{dn}$  and CNEL are the predominant criteria used to measure roadway noise affecting residential receptors. These two metrics generally differ from one another by no more than 0.5 dB to 1 dB and, as such, are often treated as equivalent to one another.

## Vibration

Vibration is an oscillatory motion through a solid medium in which the motion’s amplitude can be described in terms of displacement, velocity, or acceleration. Vibration can be a critical concern, causing buildings to shake and rumbling sounds to be heard. In contrast to noise, vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Common sources of vibration are trains, buses on rough roads, and construction activities, such as blasting, pile driving, and heavy earthmoving equipment.

Several different methods are used to quantify vibration. Peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. PPV is most frequently used to describe vibration impacts to buildings and is usually measured in inches per second (ips). The root mean square amplitude is most frequently used to describe the effect of vibration on the human body and is defined as the average of the squared amplitude of the signal. Decibel notation is commonly used to measure root mean square. The decibel notation acts to compress the range of numbers required to describe vibration.



High levels of vibration may cause physical personal injury or damage to buildings. However, vibration levels rarely affect human health. Instead, most people consider vibration to be an annoyance that can affect concentration or disturb sleep. In addition, high levels of vibration can damage fragile buildings or interfere with equipment that is highly sensitive to vibration (e.g., electron microscopes). Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible.

## Sensitive Receptors

Noise- and vibration-sensitive land uses are typically considered locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. According to the City's General Plan, sensitive receptors are facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollution or noise. Hospitals, schools, convalescent facilities, residential areas, and parks are examples of sensitive receptors (City of Thousand Oaks 2023). Sensitive receptors in the vicinity of the Cancer Center site include residential multi-family residences to the west and single-family residences to the east. Sensitive receptors in the vicinity of the Janss Road site include single-family residences to the south and southwest. These sensitive receptors represent the nearest sensitive land uses with the potential to be impacted by construction of the proposed Project. Other noise-sensitive receptors are located further away from the Project site and would be less effected by on-site noise.

## Existing Noise Environment

### Cancer Center Site

Ambient noise measurements were conducted in the vicinity of the site to characterize the existing noise environment. The measurements were conducted on March 9, 2023, using a Piccolo II Integrating Sound Level Meter equipped with a 0.5-inch, pre-polarized condenser microphone with pre-amplifier. The sound level meter meets the current American National Standards Institute (ANSI) standard for a Type 2 (General Use) sound level meter. The calibration of the sound level meter was verified before and after the measurements, and the measurements were conducted with the measurement microphone covered with a windscreen and positioned approximately five feet above the ground.

Three noise measurement locations were selected (ST1–ST3), representing existing noise-sensitive receptors in the vicinity. The measurement locations are shown in Figure 4.9-1, Noise Measurement and Modeling Locations – Cancer Center site<sup>1</sup>, and the measured average noise levels and measurement locations are provided in Table 4.9-2. Noise measurement data is also included in Appendix G. As shown in Table 4.9-2, measured ambient noise levels ranged from approximately 50 dBA  $L_{eq}$  at ST2 to 56 dBA  $L_{eq}$  at ST3. The primary noise source at the measurement locations consisted of distant traffic from the 101 Freeway to the north and local traffic along the adjacent roadways. Secondary noise sources included distant aircraft noise, distant conversations, and birdsong.

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1 The purpose of the modeled (M1) receptor shown in Figure 4.9-1 is for the assessment of off-site operational noise (i.e., traffic noise; see Section 4.9.4).

**Table 4.9-2. Measured Noise Levels - Cancer Center Site**

Receptors	Location/Address	Date	Time	L <sub>eq</sub> (dBA)	L <sub>max</sub> (dBA)
ST1	West of site, adjacent to multi-family residences at 300 Rolling Oaks Drive (Bldg. #6)	March 9, 2023	12:00 p.m. - 12:15 p.m.	52	67.4
ST2	West of site, adjacent to multi-family residences at 300 Rolling Oaks Drive (Bldg. #9)	March 9, 2023	10:24 a.m. - 10:38 a.m.	50.4	65
ST3	East of site, adjacent to single-family residence at 243 Rimrock Road	March 9, 2023	10:55 a.m. - 11:10 a.m.	55.7	75

**Source:** Appendix G

**Notes:** L<sub>eq</sub> = equivalent continuous sound level (time-averaged sound level); L<sub>max</sub> = maximum sound level during the measurement interval.

### Janss Road Site

Ambient noise measurements were conducted in the vicinity of the Janss Road site to characterize the existing noise environment. The measurements were conducted on July 20, 2023, using a Rion NL-52 Sound Level Meter equipped with a 0.5-inch, pre-polarized condenser microphone with pre-amplifier. The sound level meter meets the current American National Standards Institute (ANSI) standard for a Type 1 (General Use) sound level meter. The calibration of the sound level meter was verified before and after the measurements, and the measurements were conducted with the measurement microphone covered with a windscreen and positioned approximately five feet above the ground.

Two noise measurement locations were selected (ST5–ST6), representing existing noise-sensitive receptors in the vicinity. The measurement locations are shown in Figure 4.9-2. Noise measurement data is also included in Appendix G. As shown in Table 4.9-3, measured ambient noise levels ranged from approximately 61 dBA L<sub>eq</sub> at ST4 to 67 dBA L<sub>eq</sub> at ST5. The primary noise source at the measurement locations consisted of traffic from West Janss Road and North Lynn Road. Secondary noise sources included distant aircraft noise, leaves rustling, and birdsong.

**Table 4.9-3. Measured Noise Levels - Janss Road Site**

Receptors	Location/Address	Date	Time	L <sub>eq</sub> (dBA)	L <sub>max</sub> (dBA)
ST4	Adjacent to residences south of site	July 20, 2023	12:53 p.m. - 1:08 p.m.	60.6	72.7
ST5	Adjacent to residences southwest of site	July 20, 2023	1:16 p.m. - 1:31 p.m.	67.4	85.7

**Source:** Appendix G

**Notes:** L<sub>eq</sub> = equivalent continuous sound level (time-averaged sound level); L<sub>max</sub> = maximum sound level during the measurement interval.

## 4.9.2 Relevant Plans, Policies, and Ordinances

### Federal

There are no federal noise regulations applicable to the Project. However, various federal agencies have established rules and guidelines addressing noise and vibration. For example, in its Transit Noise and Vibration Impact Assessment guidance manual (FTA 2018), the Federal Transit Administration (FTA) offers guidance on the estimation of construction noise levels from a construction Project site. It also provides suggested thresholds that include no more than 80 dBA  $L_{eq}$  (over an 8-hour daytime period) as received at a residential land use. Since the City does not provide a quantified construction noise limit, this analysis adopts the 80 dBA  $L_{eq8h}$  FTA guidance for quantitative construction noise impact assessment.

### State

#### Government Code Section 65302(g)

California Government Code Section 65302(g) requires the preparation of a Noise Element in a community general plan, which shall identify and appraise the noise problems for the community. The Noise Element shall recognize the guidelines adopted by the Office of Noise Control in the State Department of Health Services and shall quantify, to the extent practicable, current, and projected noise levels for major noise sources such as highways and freeways, primary arterials and major local streets, rail lines, airports, and industrial plants.

#### California General Plan Guidelines

The California General Plan Guidelines, published by the Governor's Office of Planning and Research (OPR), provides guidance for the acceptability of specific land use types within areas of specific noise exposure. OPR guidelines are advisory in nature. Local jurisdictions, including the City, have the responsibility to set specific noise standards based on local conditions (OPR 2017).

#### California Department of Transportation

In its Transportation and Construction Vibration Guidance Manual, Caltrans recommends a vibration velocity threshold of 0.2 ips PPV (Caltrans 2020) for assessing annoying vibration impacts to occupants of residential structures. Although this Caltrans guidance is not a regulation, it can serve as a quantified standard in the absence of such limits at the local jurisdictional level. Similarly, thresholds to assess building damage risk due to construction vibration vary with the type of structure and its fragility but tend to range between 0.2 ips and 0.3 ips PPV for typical residential structures (Caltrans 2020).

### Local

#### City of Thousand Oaks General Plan Noise Element

The Project site is located within the City of Thousand Oaks, as are the existing residences and other noise-sensitive land uses in the surrounding area. The noise criteria identified in the Noise Element of the Thousand Oaks General Plan are guidelines to evaluate the land use compatibility of outdoor environmental noise levels. The land use compatibility guidelines indicate that low-density and multifamily residential land uses are considered normally acceptable with noise levels below 60 dBA CNEL and conditionally acceptable with noise levels between 60-65 dBA CNEL (City of Thousand Oaks 2023).

Furthermore, the Noise Element of the Thousand Oaks General Plan identifies standards for operational noise in which a significant impact would occur at receiving sensitive land uses (City of Thousand Oaks 2023).

Project-related increase of greater than 1.0 dBA where the noise level for the existing, proposed project, and cumulative conditions would be between 55 and 60 dBA CNEL. Project-related increase of greater than 0.5 dBA where the existing, proposed project, and cumulative conditions would be greater than 60 dBA CNEL.

For purposes of this noise assessment and consistent with Table 11.3 Thresholds of Significance for Long-Term Noise Increases of the Noise Element, the Project-attributed increase to the outdoor ambient sound environment (expressed as CNEL) encompasses both changes to local surface transportation noise (roadway noise) and on-site operation of stationary sources (e.g., rooftop heating, ventilation, air conditioning systems, standby generators etc.).

#### City of Thousand Oaks Municipal Code

The Noise Ordinance presented in Title 5, Chapter 21, Noise, does not provide quantitative standards for noise regulation. However, Section 8-11.01 of the City's Municipal Code currently limits construction activity to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday, unless permission is specifically granted by the Public Works Department for work outside these hours (i.e., 7:00 p.m. to 7:00 a.m. Monday through Saturday and anytime on Sundays).

### 4.9.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts related to noise are based on California Environmental Quality Act (CEQA) Appendix G. According to CEQA Guidelines Appendix G, a significant impact related to noise would occur if the Project would:

- A. Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- B. Result in generation of excessive groundborne vibration or groundborne noise levels.
- C. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the Project area to excessive noise levels.

### 4.9.4 Impacts Analysis

***a) Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

#### Short-Term Construction Impacts

##### Cancer Center Site

Less-Than-Significant Impact with Mitigation Incorporated. Noise generated by project construction equipment would include a combination of heavy equipment including dozers, front end loaders, backhoes, and air compressors that, when combined, can reach relatively high levels. The number and mix of construction equipment

would likely vary during the following phases: demolition, site preparation/grading, building construction, paving, and architectural coating. No blasting or pile driving is anticipated as part of the proposed project.

Using specific construction equipment assumptions similar to those as used for the air quality analysis (Section 4.2), a noise analysis was performed using a model emulating the Roadway Construction Noise Model (RCNM) that was developed by the Federal Highway Administration (FHWA 2008). Input variables for the RCNM consist of the receiver/land use types, the equipment type (i.e., backhoe, crane, truck, etc.), the number of equipment pieces, the duty cycle for each piece of equipment (i.e., percentage of each time period the equipment typically is in operation and operating at full load or power level), and the individual distance between the construction noise source and the sensitive receiver. The Roadway Construction Noise Model has default duty-cycle values for the various pieces of equipment, which were derived from an extensive study of typical construction activity patterns. Those default duty-cycle values were adopted for this noise analysis.

Table 4.9-4 provides a summary of the predicted construction noise exposure levels by each phase at the three nearest noise-sensitive receptor locations—associated with the three short-term baseline sound level survey positions appearing in Table 4.9-2 and appearing in Figure 4.9-1. The input and output data are provided in Appendix G. Project construction noise exposure levels at other receivers further away from the site would be less, due primarily to natural distance-dependent attenuation factors such as geometric divergence, air absorption, ground surface absorption.

**Table 4.9-4. Construction Noise Model Results Summary - Cancer Center Site**

Construction Phase	Construction Noise Exposure at Nearest Off-site Sensitive Receptors ( $L_{eq\ 8-hr}$ [dBA])		
	ST1 (approximately 70' from project construction boundary)	ST2 (approximately 70' from project construction boundary)	ST3 (approximately 255' from project construction boundary)
Demolition	76	76	62
Grading	78	78	65
Building Construction	66	66	60
Paving	75	75	61
Architectural Coating	58	58	52

Source: Appendix G.

Notes:  $L_{eq}$  = equivalent continuous sound level; dBA = A-weighted decibel.

As shown in Table 4.9-4, predicted typical construction noise exposure levels at the nearest noise-sensitive land uses (multi-family residences to the west, 70 feet away from nearest operating on-site equipment) are estimated to range from approximately 58 dBA  $L_{eq\ 8-hr}$  during the architectural coating phase to approximately 78 dBA  $L_{eq\ 8-hr}$  during the grading phase. This 20 dB range of predicted construction noise levels is due to the intensity of construction activity, expected quantities and types of involved construction equipment, and equipment-to-receptor distances that may vary with the indicated construction phase. Because the existing samples of daytime outdoor ambient sound level at locations ST1 and ST2 that represent the nearest off-site receptors west of the project range from 50 to 52 dBA  $L_{eq}$ , the relative increase expected at these locations attributed to typical project construction noise would range from 8 to 28 dB.

The next-nearest noise-sensitive receiver (the single-family residences located to the east, represented by ST3) are located further from the project site. Thus, estimated typical construction noise levels would be lower, ranging from approximately 52 dBA  $L_{eq\ 8-hr}$  during the architectural coating phase to approximately 65 dBA  $L_{eq\ 8-hr}$  during the site grading phase under typical conditions. Per this estimation method, the anticipated relative increase to the existing sampled daytime outdoor ambient sound level at ST3 would be up to 9 dBA, on the basis of the sample measured outdoor ambient sound level of 56 dBA.

As discussed previously, City Municipal Code Section 8-11.01 does not permit construction noise that would create a noise disturbance between the hours of 7:00 p.m. and 7:00 a.m. Since the proposed project would not conduct noisy construction activities between these hours of 7:00 p.m. and 7:00 a.m., then the predicted construction noise levels expressed as 8-hour  $L_{eq}$  values as appearing in Table 4.9-4 would not exceed the FTA's advisory noise standard of 80 dBA  $L_{eq\ 8-hr}$  for either typical or nearest noise estimation techniques for both the eastern and western nearest off-site receptors. Therefore, on this basis, proposed project construction noise exposure at these nearest eastern and western off-site noise-sensitive receptors would be compatible with oft-used federal guidance for purposes of construction noise assessment.

However, and while the effect would be temporary and would cease upon conclusion of project construction, the aforementioned relative increases to the existing outdoor ambient sound environment would be audible and likely perceived as more than a doubling of noise level when the change is 10 dB or greater. For the purposes of this noise assessment, and consistent with other recent project noise impact assessments under City jurisdiction, when such a relative increase attributed to project construction noise would be greater than 10 dB over pre-construction daytime outdoor ambient sound levels, the corresponding temporary impact to potentially affected nearest off-site receptors would be considered significant. Predicted conditions where this may occur include the western off-site receptors exposed to noise from all five studied phases. For the eastern off-site receptors, this would occur during the demolition, grading, and paving construction phases.

At ST3, representing the nearest off-site noise-sensitive receptors to the east of the Project, predicted construction noise levels appearing in Table 4.9-4 are not expected to cause an increase of the baseline sound environment by more than 9 dB; hence, construction noise exposures would not require mitigation and would be a **less than significant impact**.

For ST1 and ST2, implementation of **MM-NOI-1** requires properly designed and implemented administrative or engineering controls and field installation of temporary noise barriers for needed construction phases that shall result in construction noise exposures that do not cause more than a 10 dB increase over pre-construction daytime outdoor ambient sound levels. The resulting mitigated construction noise levels and estimated increases to the existing outdoor ambient sound levels that would be compliant with this 10 dB allowable increment appear in Table 4.9-5. On this basis, the construction noise impact at ST1 and ST2 would be **less than significant level with mitigation incorporated**.

**Table 4.9-5. Mitigated Construction Noise Level Estimates - Cancer Center Site**

Nearest Off-site Receptor (Existing Outdoor Ambient Sound Level* [dBA])	Contrast of Non-mitigated and Mitigated Construction Noise Levels							
	ST1 (52.0 dBA Leq)				ST2 (50.4 dBA Leq)			
Construction Phase	Non-mitigated		Mitigated		Non-mitigated		Mitigated	
	8-hr Leq (dBA)	Increase over Existing Ambient (dB)	8-hr Leq (dBA)	Increase over Existing Ambient (dB)	8-hr Leq (dBA)	Increase over Existing Ambient (dB)	8-hr Leq (dBA)	Increase over Existing Ambient (dB)
Demolition	76	24	60	8	76	26	60	10
Grading	78	26	60	8	78	28	60	10
Building Construction	66	14	52	< 1	66	16	52	2
Paving	75	23	60	8	75	25	60	10
Architectural Coating	58	6	no mitigation need		58	8	no mitigation need	

Source: Appendix G.

Notes: Leq = equivalent continuous sound level; dBA = A-weighted decibel.

\* from Table 4.9-2

Although the predicted impact due to construction noise is less than significant with mitigation, good construction practice (or as required by City regulations, policies, or expectations) would include providing off-site residences advance notice of expected construction periods.

While parts of the same proposed Project studied herein, the Cancer Center site and Janss Road site components (the latter of which is discussed in the next subsection) are on different parcels greater than two miles apart and in proximity to different off-site noise-sensitive receptors relative to those Project component locations. Because construction noise attenuates geometrically with increasing distance and other effects (e.g., path-occluding natural topography and existing infrastructure), it is not appropriate to attempt to combine their effects into an overall construction noise impact assessment and explains why they are studied separately herein.

### Janss Road Site

**Less-Than-Significant Impact with Mitigation Incorporated.** Similar to the Cancer Center site, noise generated by construction equipment for the Janss Road site would include a combination of heavy equipment that, when combined, can reach relatively high levels. A construction noise analysis for the Janss Road site was conducted in a similar manner to the Cancer Center site, except that only the construction noise from the project centroid was calculated because a site-specific plan has not yet been developed for the Janss Road site.

Table 4.9-6 provides a summary of the predicted construction noise exposure levels by each phase at the nearest noise-sensitive receptor locations. The input and output data are provided in Appendix G. Noise-sensitive land uses in the vicinity of the project site include existing residences to the south and southwest.

**Table 4.9-6. Construction Noise Model Results Summary - Janss Road Site**

Construction Phase	Construction Noise at Nearest Receiver Distances (8-hr $L_{eq}$ [dBA])	
	Residences to the South (represented by ST4)	Residences to the Southwest (represented by ST5)
	Typical Source/Receiver Distance (Approximately 100 feet)	Typical Source/Receiver Distance (Approximately 250 feet)
Demolition	77	68
Site Preparation	75	66
Grading	75	66
Building Construction	68	61
Paving	73	63
Architectural Coating	59	53

**Source:** Appendix G.

**Notes:**  $L_{eq}$  = equivalent continuous sound level; dBA = A-weighted decibel.

As shown in Table 4.9-6, predicted typical construction noise exposure levels at the nearest noise-sensitive land uses (single-family residences to the south) are estimated to range from approximately 59 dBA  $L_{eq}$  8-hr during the architectural coating phase to approximately 77 dBA  $L_{eq}$  8-hr during the demolition phase. Because the existing sample of daytime outdoor ambient sound level at location ST4 that represents the nearest off-site receptors south of the project was approximately 61 dBA  $L_{eq}$ , the highest relative increase expected at the receivers to the south attributed to typical project construction noise would be approximately 16 dB.

The next-nearest noise-sensitive receivers (the single-family residences located to the southwest) are located further from the project site. Thus, estimated typical construction noise levels would be lower, ranging from approximately 53 dBA  $L_{eq}$  8-hr during the architectural coating phase to approximately 68 dBA  $L_{eq}$  8-hr during the demolition phase under typical conditions. Per this estimation method, the anticipated relative increase to the existing sampled daytime outdoor ambient sound level at ST5 (representing these residences to the southwest) of 67 dBA as shown in Table 4.9-3 would be no more than 1 dBA.

As discussed previously, City Municipal Code Section 8-11.01 does not permit construction noise that would create a noise disturbance between the hours of 7:00 p.m. and 7:00 a.m. Since the proposed project would not conduct noisy construction activities between these hours, the predicted construction noise levels expressed as 8-hour  $L_{eq}$  values as appearing in Table 4.9-6 would be below the FTA's advisory noise standard of 80 dBA  $L_{eq}$  8-hr for both the southern and southwestern nearest off-site receptors. Therefore, on this basis, proposed project construction noise exposure at these nearest eastern and western off-site noise-sensitive receptors would be compatible with oft-used federal guidance for purposes of construction noise assessment.

However, and while the effect would be temporary and would cease upon conclusion of project construction, the aforementioned relative increases to the existing outdoor ambient sound environment at ST4 would be audible and likely perceived as more than a doubling of noise level when the change is 10 dB or greater. For the purposes of this noise assessment, and in light of the existing outdoor sound level at the nearest residential receivers to the south (represented by ST4) of approximately 61 dBA  $L_{eq}$ , when such a relative increase attributed to project construction noise would be 10 dB or more over these pre-construction daytime outdoor ambient sound levels, the corresponding temporary impact to potentially affected nearest off-site receptors is considered significant. Predicted conditions where this may occur include the nearby residences to the south exposed to noise from the demolition, site preparation, grading, and paving phases. During the two other phases of construction and at



residences to the south, building construction and architectural coatings, the relative increase from construction would be less than 10 dB and thus not a significant impact.

At ST5, representing the nearest off-site noise-sensitive receptors to southwest, predicted construction noise levels appearing in Table 4.9-7 are not expected to cause an increase of the baseline sound environment by more than 1 dB; hence, construction noise exposures would not require mitigation and would be a **less than significant impact**.

For ST4, implementation of **MM-NOI-2** requires intelligently designed and implemented field installation of temporary noise barriers for needed construction phases that shall result in construction noise exposures that do not cause more than a 10 dB increase over pre-construction daytime outdoor ambient sound levels. The resulting mitigated construction noise levels and estimated increases to the existing outdoor ambient sound levels that would be compliant with this 10 dB allowable increment appear in Table 4.9-7. On this basis, the construction noise impact at ST4 would be **less than significant level with mitigation incorporated**.

**Table 4.9-7. Mitigated Construction Noise Level Estimates - Cancer Center Site**

Nearest Off-site Receptor (Existing Outdoor Ambient Sound Level* [dBA])	Contrast of Non-mitigated and Mitigated Construction Noise Levels							
	ST4 (60.6 dBA Leq)				ST5 (67.4 dBA Leq)			
Construction Phase	Non-mitigated		Mitigated		Non-mitigated		Mitigated	
	8-hr Leq (dBA)	Increase over Existing Ambient (dB)	8-hr Leq (dBA)	Increase over Existing Ambient (dB)	8-hr Leq (dBA)	Increase over Existing Ambient (dB)	8-hr Leq (dBA)	Increase over Existing Ambient (dB)
Demolition	77	16	65	4	68	< 3	no mitigation need	
Site Preparation	75	15	63	2	66	< 3	no mitigation need	
Grading	75	15	63	2	66	< 3	no mitigation need	
Building Construction	68	7	no mitigation need		61	< 1	no mitigation need	
Paving	73	12	61	< 1	63	< 1	no mitigation need	
Architectural Coating	59	< 1	no mitigation need		53	< 1	no mitigation need	

Source: Appendix G.

Notes: Leq = equivalent continuous sound level; dBA = A-weighted decibel.

\* from Table 4.9-3

Although the predicted impact due to construction noise is less than significant with mitigation, good construction practice (or as required by City regulations, policies, or expectations) would include providing off-site residences advance notice of expected construction periods.

### Long-Term Operational Impacts

#### Project-Generated Off-Site Traffic Noise

#### Cancer Center Site

Less-than-Significant Impact.

The proposed project would generate additional traffic trips along several existing roads in the area including Rolling Oaks Drive and Haaland Drive according to the Project’s Traffic and Parking Study report (Appendix H-1). Of these, only Rolling Oaks Drive has adjacent noise-sensitive (residential) land uses. Based upon information provided in the Project’s Traffic and Parking Study report (Appendix H-1), the proposed project would result in a net increase of 2,103 vehicle trips on a daily basis; 181 during the AM peak hour and 235 during the PM peak hour.

Potential noise effects from vehicular traffic were assessed using the FHWA’s Traffic Noise Model (TNM) version 2.5 (FHWA 2004). Information used in the model included the site geometry, existing, existing plus project, cumulative without project, and cumulative with project traffic volumes and posted traffic speeds. Noise levels were modeled at location M1, representative of noise-sensitive receivers (residences) adjacent to Rolling Oaks Drive as shown in Figure 4.9-1. The receiver was modeled to be 5 feet above the local ground elevation. The noise model results are summarized in Table 4.9-8. Detailed traffic noise modeling input and output is provided in Appendix G.

Table 4.9-8 shows that the maximum noise level increase at M1, which represents a worst-case sensitive receptor location (based upon its perpendicular distance from the studied roadway centerline) would be 0.9 dB, comparing existing traffic noise levels to existing plus project traffic noise levels. Comparing cumulative scenario traffic noise levels to cumulative plus project traffic noise levels, an increase of 0.9 dB would also occur. An increase of 1 dB or less would typically not be a perceptible change in the context of community noise. Consistent with the City’s General Plan Noise Element and as summarized in Section 4.9.2, the proposed project would not result in an increase in noise levels of 1.0 dB or more in locations with an ambient noise level of less than 60 dBA CNEL; nor would the proposed project result in an increase of 0.5 dB or more in locations with an ambient noise level greater than 60 dBA CNEL. Although the Janss Road site development is part of the proposed project and discussed in the following subsection, it is located over two miles north-northwest of the proposed Cancer Center site and would thus affect local roadway traffic segments that are different from those proximate to the Cancer Center site. Based upon these results and considerations, off-site traffic noise impacts would be **less than significant**. No mitigation measures are required.

**Table 4.9-8. Off-Site Traffic Noise Modeling Results**

Modeled Receptor	Existing Noise Level (dBA CNEL)	Existing Plus Project Noise Level (dBA CNEL)	Noise Level Increase (dB)	Cumulative Noise Level (dBA CNEL)	Cumulative Plus Project Noise Level (dBA CNEL)	Noise Level Increase (dB)
M1	58.4	59.3	0.9	58.5	59.4	0.9

Source: Appendix G

Janss Road Site

Less-than-Significant Impact.

Based upon the Project’s transportation analysis (Section 4.11), the Janss Road component is estimated to generate 85 average daily trips, 6 AM peak hour trips and 8 PM peak hour trips. Compared to traffic count data provided by the City of Thousand Oaks Public Works Department, the average weekday PM peak hour traffic volume on West Janss Road east of Lynn Road is 781, and the average weekday PM peak hour traffic volume on North Lynn Road south of West Janss Road is 2,174. The 8 additional PM peak hour trips would represent an approximate increase in traffic on

West Janss Road of 1 percent, and an approximate increase in traffic on North Lynn Road of 0.4 percent. Such a slight increase in traffic volumes would yield a 0.0002 dB increase in noise per the following expression:

Change in traffic noise (dB) =  $10 \cdot \text{LOG}(V_2/V_1)$ , where  $V_1$  = without-project volume, and  $V_2$  = with-project volume.

This component of the proposed Project would therefore not result in an increase in noise levels of 1.0 dB or more in locations with an ambient noise level of less than 60 dBA CNEL; nor would the proposed project result in an increase of 0.5 dB or more in locations with an ambient noise level greater than 60 dBA CNEL and thus be consistent with the City's general plan as summarized in Section 4.9.2. Based upon these results, off-site traffic noise impacts would be **less than significant**. No mitigation measures are required.

While parts of the same proposed Project studied herein, the Cancer Center site and Janss Road site components are on different parcels greater than two miles apart and in proximity to different local roadway segment networks for the purposes of assessing Project-attributed changes to traffic noise at nearby off-site noise-sensitive receptors relative to those Project component locations. Hence, it is not appropriate to attempt to combine their effects into an overall cumulative traffic noise impact assessment and explains why they are studied separately herein.

## Project-Generated On-Site Operation Noise

### Cancer Center Site

#### Stationary Sources

##### Less-than-Significant Impact.

The implementation of the Cancer Center would also result in changes to existing outdoor ambient noise levels in the project vicinity by introducing new stationary sources of noise emission primarily associated with operating electro-mechanical equipment exposed to the outdoor environment. Aggregate sound emission from stationary noise-producing sources was predicted with Datakustik CadnaA, a commercially available sound propagation modeling software program based on International Organization of Standardization 9613-2 standard algorithms and reference data. Using applicant-provided information on anticipated cooling load for the Project, the anticipated major noise-producing project mechanical systems (e.g., heating, ventilation, air conditioning (HVAC) units and standby generator) were modeled as point-type sources as follows:

- Based upon information provided in the project plans and the building's square footage of approximately 58,000 square feet, 4 air handling units (AHUs) would be located on the building's mansard roof, each with sound power levels of 87.8 dBA.
- One standby generator (typically used only during power outages and tested periodically for limited time periods), emitting up to 95.7 dBA sound power level with enclosure.

Key modeling features, parameters, and assumptions utilized by the CadnaA software include the following:

- Ground effect acoustical absorption coefficient equal to 0.5, which intends to represent a blend of pavements (acoustically reflective, and thus near zero) and vegetative ground surfaces (acoustically porous, and hence near a value of 1) on and around the project site
- Reflection order of 1, which allows for a single reflection of sound paths on encountered structural surfaces such as the modeled facades of the proposed Project

- Off-site residential structures and nearby existing commercial buildings have not been rendered in the prediction model
- Calm meteorological conditions (i.e., no wind) with 68 °F and 70% relative humidity

As shown in Table 4.9-9, the predicted aggregate noise exposure at modeled receptors ST1 through ST3 (representing adjacent residential receivers) assuming operation of all on-site HVAC units ranged from 30 to 34 dBA  $L_{eq}$ . During periods of time in which the standby generator would be operational as well as HVAC equipment, the noise exposure at receptors ST1 through ST3 ranged from 35 dBA  $L_{eq}$  (at ST3, representing residences to the east) to 48 dBA  $L_{eq}$  at receptors ST1 and ST2 (residences to the west). Expressed in terms of the 24-hour weighted average CNEL noise metric, the noise levels from HVAC operation would range from 36 to 40 dBA CNEL, and the noise level from HVAC plus generator noise would range from 41 to 54 dBA CNEL. These levels are below and thus consistent with the City of Thousand Oaks General Plan Noise Element's normally acceptable land use compatibility guideline for residential uses of 60 dBA CNEL. Furthermore, it should be noted that the estimation of noise levels on a CNEL basis is highly conservative as it assumes that the stationary equipment would operate 24 hours a day on a continuous basis, which is unlikely to occur because the proposed facility would typically operate during regular business hours (8 a.m. to 5 p.m. Monday through Friday).

**Table 4.9-9. Operational Stationary Noise Model Results Summary**

Modeled Receiver Number	HVAC Noise Level ( $L_{eq}$ dBA)	HVAC plus Standby Generator Noise ( $L_{eq}$ dBA)
ST1	33.5	48.4
ST2	33.0	48.1
ST3	30.2	34.7

**Source:** Appendix G.

**Notes:** Noise level modeling conservatively assumes continuous operation of all HVAC equipment as well as standby generators.

### Parking Activities

A comprehensive study of noise levels associated with surface parking lots was published in the Journal of Environmental Engineering and Landscape Management (Baltrėnas et al. 2004). The study found that average noise levels during the peak period of use of the parking lot (generally in the morning with arrival of commuters, and in the evening with the departure of commuters), was 47 dBA  $L_{eq}$  at 1 meter (3.28 feet) from the outside boundary of the parking lot. During off-peak time periods, especially during nighttime hours (10 p.m. to 7 a.m.), noise levels from parking lot activities would be substantially lower. The parking lots would function as an area source for noise, which means that noise would attenuate at a rate of 3 dBA with each doubling of distance. The nearest parking lot to existing noise-sensitive receivers (receivers ST1 and ST2, the multi-family residence to the west) is located approximately 120 or more feet from the nearest parking area. At a distance of 120 feet, parking lot noise levels would be approximately 31 dBA  $L_{eq}$ . At the noise-sensitive receivers to the east, the estimated parking lot noise would be approximately 28 dBA  $L_{eq}$ . Conservatively assuming that parking lot noise could extend into the evening hours (7 p.m. to 10 p.m.), on a 24-hour CNEL basis the resulting noise level would be approximately 31 dBA CNEL at residences to the west and 28 dBA CNEL at residences to the east, which would be well below and thus consistent with the City's residential noise compatibility standard of 60 dBA CNEL.

### Increase Over Ambient

The logarithmic combination of the predicted noise exposures due to anticipated project stationary sources and parking activities is 36 to 48 dBA  $L_{eq}$  at adjacent residential receivers (ST1 through ST3). As shown in Table 4.9-10, the combined on-site noise levels at all receivers are estimated to be less than the measured existing daytime noise levels, ranging from -20 dBA to -2 dBA less than existing noise levels. Therefore, the on-site noise levels would be compliant with the City’s allowable outdoor ambient increase standard of up to 1.0 dBA. As such, this would be considered a **less-than-significant** noise impact to the community.

**Table 4.9-10. Composite Operational Stationary plus Parking Area Noise Results Summary - Cancer Center Site**

Modeled Receiver Number	Stationary Noise Level (Daytime) ( $L_{eq}$ dBA)	Parking Area Noise Level ( $L_{eq}$ dBA)	Combined Stationary Noise plus Parking Area Noise Level ( $L_{eq}$ dBA)	Measured Noise Level ( $L_{eq}$ dBA)	Difference (Estimated On-Site Noise - Measured Noise Level) (dBA)
ST1	48.4	31.4	48.4	52	-3.6
ST2	48.1	31.4	48.2	50.4	-2.2
ST3	34.7	28.2	35.6	55.7	-20.1

Source: Appendix G

### Janss Road Site

Less-than-Significant Impact with Mitigation Incorporated.

Because the Janss Road site is assumed to consist of 9 single-family residential units, the primary source of on-site operational noise would be HVAC equipment. HVAC equipment located on the ground or on the rooftop of the buildings would have the potential to generate high noise levels. The specific details (location, size, manufacturer, and model) of the equipment have not yet been determined. Because HVAC noise may exceed the City’s Noise Element’s compatibility guidelines for residential uses of 60 dBA CNEL at nearby existing residential uses to the south and southwest, this impact is considered potentially significant. With implementation of mitigation measure **MM-NOI-3**, noise impacts from HVAC equipment would be reduced to **less than significant with mitigation incorporated**.

On-site noise impacts are considered less than significant with mitigation incorporated during operation of the proposed project.

***b) Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?***

**Less-than-Significant Impact.** The main concern associated with groundborne vibration is annoyance; however, in extreme cases, vibration can cause damage to buildings, particularly those that are old or otherwise fragile. Common sources of groundborne vibration are trains and construction activities such as blasting, pile-driving, and heavy earth-moving equipment. No blasting or pile driving is anticipated as part of the proposed Project; thus, the primary source of groundborne vibration from the proposed Project is heavy earth-moving equipment during construction activity.

Based on published vibration data, the anticipated heavy construction equipment would generate a vibration level of approximately 0.089 ips PPV at a distance of 25 feet from the source; lighter construction equipment, such as a small bulldozer, would generate a substantially lower vibration level of approximately 0.003 inches per second PPV at a distance of 25 feet from the source.<sup>2</sup> Although heavy equipment would operate throughout the Project site at various construction phases, it is anticipated that heavy equipment would occasionally operate as close as approximately 120 feet from existing residences at both the Cancer Center site and the Janss Road site. At the distance from the nearest vibration-sensitive receivers (residences located to the west for the Cancer Center site, and residence located to the south for the Janss Road site) to where construction activity would be occurring on the Project site, the peak particle velocity vibration level would be approximately 0.008 inches per second. As such, vibration levels would be less than the Caltrans threshold of 0.20 inches per second for human annoyance or the standard used by Caltrans for the prevention of structural damage to typical residential buildings of 0.3 ips PPV (Caltrans 2020). Because groundborne vibration from Project construction would not exceed recognized standards, and due to the temporary and intermittent occurrence of vibration levels, vibration impacts would be **less than significant**. No mitigation measures are required.

During operation, no major sources of groundborne vibration are anticipated. Therefore, **less than significant impacts** related to groundborne vibration would occur from operation of the Project. No mitigation measures are required.

***c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?***

**No Impact.** The Project components are not located within 2 miles of any public airport or within the boundaries of any airport land use plans. Therefore, the proposed Project components would not expose or result in excessive noise for people residing or working in the area, and **no impact** would occur.

## 4.9.5 Mitigation Measures and Level of Significance After Mitigation

***a) Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

### Short-Term Construction Impacts

#### Cancer Center Site

With regard to potential temporary and relative increases in daytime outdoor ambient noise at nearby off-site noise-sensitive receptors west of the Cancer Center for all five studied sequential phases of proposed construction, the project would result in impacts that are less-than-significant with application of MM-NOI-1 detailed as follows:

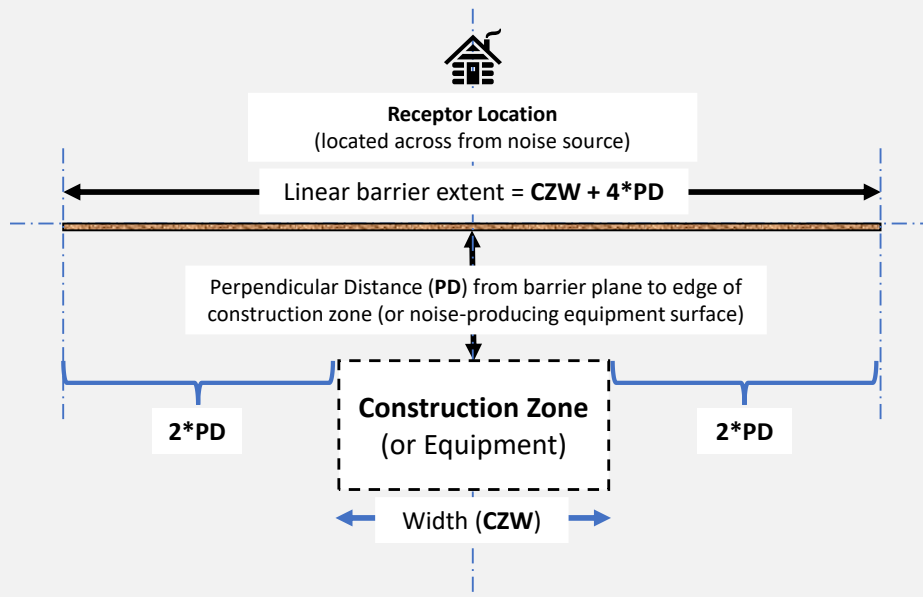
**MM-NOI-1** Construction Noise Reduction—Cancer Center site. The following measures shall be implemented by the construction contractor to reduce project construction noise exposures as predicted in this EIR

<sup>2</sup> Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, Table 7-4, page 184, 2018.

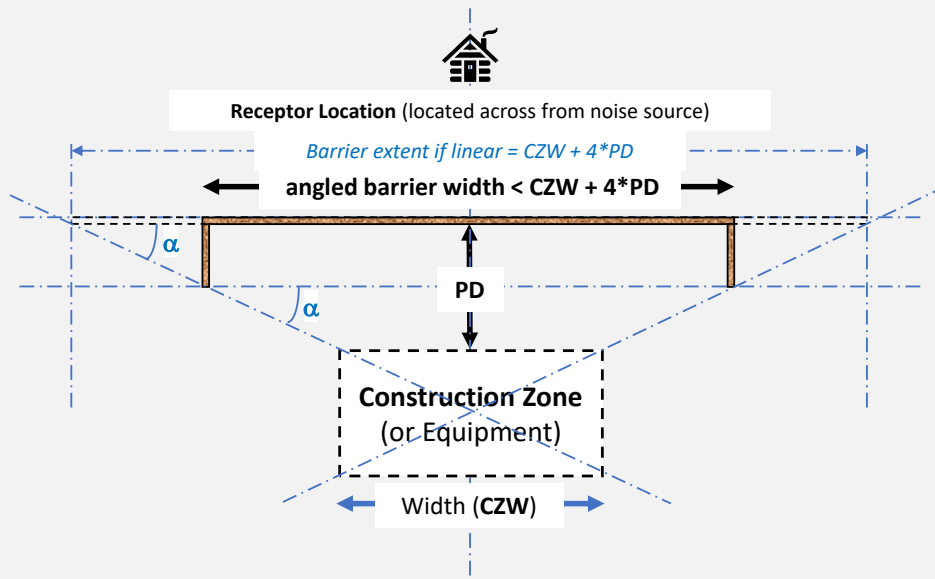
and as received by nearest existing off-site residential receptors west and east of the project site to levels less than 10 dBA over the pre-project outdoor daytime ambient sound environment.

1. The project contractor shall schedule construction phases to avoid concurrent operation of construction equipment from multiple phases at nearest horizontal distances to an off-site noise-sensitive receiver.
2. All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained engine exhaust mufflers.
3. Based on feasibility and/or practicality, contractor shall apply the following on-site equipment noise control and sound abatement methods:
  - a. shutting off idling engines of vehicles and stationary engine-driven equipment when not in use;
  - b. orient operating stationary equipment so that audibly or measurably louder cabinet surfaces or penetrations (e.g., air intake or discharge vents) are facing away from nearest off-site noise-sensitive receptors; and
  - c. apply factory-approved enclosures, vent shrouds, and other equipment-mounted features to attenuate (via dissipative acoustical absorption, sound path occlusion or redirection, etc.) noise emission.
4. During the site demolition, grading, building construction, and paving phases of the Project, the contractor shall install a minimum 12-foot-tall temporary noise barrier (e.g., vertical installation of adjoining plywood sheeting, a frame-suspended outdoor acoustical blanket, or other materials/assembly that demonstrates a minimum of sound transmission class [STC] 25) along an extent of the Project boundary between the construction activity of concern and the off-site noise-sensitive receptor of interest. The barrier shall feature the following:
  - a. No open gaps between the ground surface and the barrier bottom edge;
  - b. No gaps or cracks between adjoining vertical barrier element edges (e.g., overlap plywood sheeting or acoustical blanket flaps);
  - c. As depicted in Exhibit 4.9-1, the horizontal extent of an installed linear barrier, with a midpoint at a perpendicular distance (PD) from the midpoint of the construction zone width (CZW), should be equal to the width of the construction zone plus four times the perpendicular distance between the noise source and barrier plane (i.e., linear barrier extent =  $CZW + 4PD$ ). As illustrated in Exhibit 4.9-2, one or both ends of the barrier may instead be turned inward up to ninety degrees towards the construction zone or noise source, creating an "L" or "C"-shaped barrier layout with less total length than  $CZW + 4PD$ , so long as angle "alpha" between the ray connecting the vertical edge position with the construction zone centroid and the plane of the barrier parallel to the construction zone is held constant. Either barrier layout per this guidance should thus minimize flanking around the vertical edges and help preserve noise reduction performance.

**Exhibit 4.9-1. Temporary Construction Barrier Layout Guidance – Linear Barrier**



**Exhibit 4.9-2. Temporary Construction Barrier Layout Guidance – Angled Barrier**



5. In combination with application of a temporary barrier per MM-NOI-1-iv, the cumulative hours on site within a typical 8-hour daytime construction period during which an operating piece of construction equipment may operate at the indicated closest distance to an off-site noise-sensitive receptor shall be limited as follows for each of the four construction phases:



- a. **Demolition** – no more than 5 hours each for the excavator and dozer, operating as close as 75 feet to the nearest off-site noise-sensitive receptor.
- b. **Grading** – no more than 6 hours each for the excavator, front-end loader, and backhoe, operating as close as 125 feet to the nearest off-site noise-sensitive receptor; no more than 2 hours each for the dozer and tractor, operating as close as 75 feet to the nearest off-site noise-sensitive receptor.
- c. **Building Construction** – no limitation on equipment operating hours at the closest distance of 180 feet to the nearest off-site noise-sensitive receptor.
- d. **Paving** – no more than 6 hours each for the concrete mixer truck and roller, operating as close as 75 feet to the nearest off-site noise-sensitive receptor; no more than 4 hours for the paver operating as close as 75 feet to the nearest off-site noise-sensitive receptor; no more than 7 hours for the front-end loader operating as close as 75 feet to the nearest off-site noise-sensitive receptor.

For the remaining hours of an 8-hour daytime construction work shift, the above-listed equipment may operate on site but at least three times the indicated distance.

6. At the representative first-day of each project construction phase, or under similar conditions that are indicative of normal on-site construction activity for that phase, a noise level monitor shall be deployed on the receiver side of an installed project on-site temporary noise barrier to measure and document that off-site noise exposure levels attributed to project construction activity of concern at a sample western and eastern off-site sensitive receptor is in conformance with the 10 dBA increase-over-ambient noise level threshold when compared to a sample measured baseline condition without project construction activity occurring.

The construction noise model prediction worksheets attached herein include predictive sound propagation calculations for both non-mitigated and mitigation scenarios associated with off-site receptors ST1 and ST2 and present by phase what would be expected to reduce aggregate construction noise level (as an 8-hour  $L_{eq}$ ) to no more than 10 dB greater than the measured samples of outdoor baseline or pre-project sound environment for the western off-site receptors represented by ST1 and ST2 as studied herein. These predictions include incorporation of mitigation measures as described in MM-NOI-1 above.

#### Janss Road Site

With regard to potential temporary and relative increases in daytime outdoor ambient noise at nearby off-site noise-sensitive receptors west of the Janss Road site during the demolition phase of future development of the site, the project would result in impacts that are less-than-significant with application of MM-NOI-2 detailed as follows:

MM-NOI-2 Construction Noise Reduction—Janss Road site. The following measures shall be implemented by the construction contractor to reduce project construction noise exposures as predicted in this EIR and as received by nearest existing off-site residential receptors west and east of the project site to levels less than 10 dBA over the pre-project outdoor daytime ambient sound environment.

1. The project contractor shall schedule construction phases to avoid concurrent operation of construction equipment from multiple phases at nearest horizontal distances to an off-site noise-sensitive receiver.

EIR and as received by nearest existing off-site residential receptors west and east of the project site to levels less than 10 dBA over the pre-project outdoor daytime ambient sound environment.

1. The project contractor shall schedule construction phases to avoid concurrent operation of construction equipment from multiple phases at nearest horizontal distances to an off-site noise-sensitive receiver.
2. All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained engine exhaust mufflers.
3. Based on feasibility and/or practicality, contractor shall apply the following on-site equipment noise control and sound abatement methods:
  - a. shutting off idling engines of vehicles and stationary engine-driven equipment when not in use;
  - b. orient operating stationary equipment so that audibly or measurably louder cabinet surfaces or penetrations (e.g., air intake or discharge vents) are facing away from nearest off-site noise-sensitive receptors; and
  - c. apply factory-approved enclosures, vent shrouds, and other equipment-mounted features to attenuate (via dissipative acoustical absorption, sound path occlusion or redirection, etc.) noise emission.
4. During the site demolition, grading, building construction, and paving phases of the Project, the contractor shall install a minimum 8-foot-tall temporary noise barrier (e.g., vertical installation of adjoining plywood sheeting, a frame-suspended outdoor acoustical blanket, or other materials/assembly that demonstrates a minimum of sound transmission class [STC] 20) along an extent of the Project boundary between the construction activity of concern and the off-site noise-sensitive receptor of interest. The barrier shall feature the following:
  - a. No open gaps between the ground surface and the barrier bottom edge;
  - b. No gaps or cracks between adjoining vertical barrier element edges (e.g., overlap plywood sheeting or acoustical blanket flaps);
  - c. As depicted in Exhibit 4.9-1, the horizontal extent of an installed linear barrier, with a midpoint at a perpendicular distance (PD) from the midpoint of the construction zone width (CZW), should be equal to the width of the construction zone plus four times the perpendicular distance between the noise source and barrier plane (i.e., linear barrier extent =  $CZW + 4PD$ ). As illustrated in Exhibit 4.9-2, one or both ends of the barrier may instead be turned inward up to ninety degrees towards the construction zone or noise source, creating an "L" or "C"-shaped barrier layout with less total length than  $CZW + 4PD$ , so long as angle "alpha" between the ray connecting the vertical edge position with the construction zone centroid and the plane of the barrier parallel to the construction zone is held constant. Either barrier layout per this guidance should thus minimize flanking around the vertical edges and help preserve noise reduction performance.
5. At the representative first-day of each project construction phase, or under similar conditions that are indicative of normal on-site construction activity for that phase, a noise level monitor shall be deployed on the receiver side of an installed project on-site temporary noise barrier to measure and document that off-site noise exposure levels attributed to project construction activity of concern at a sample western and eastern off-site sensitive receptor is in conformance with the 10 dBA increase-over-ambient noise level threshold when compared to a sample measured baseline condition without project construction activity occurring.

The construction noise model prediction worksheets attached herein include predictive sound propagation calculations for both non-mitigated and mitigation scenarios associated with off-site receptor ST4 and present by phase what would be expected to reduce aggregate construction noise level (as an 8-hour  $L_{eq}$ ) to no more than 10 dB greater than the measured samples of outdoor baseline or pre-project sound environment for the off-site receptor represented by ST4 south of Janss Road as studied herein. These predictions include incorporation of mitigation measures as described in MM-NOI-1 above.

## Long-Term Operational Impacts

### Project-Generated Off-Site Traffic Noise

The Project would result in a less than significant impact related to project-generated off-site traffic noise. No mitigation measures are required.

### Project-Generated On-Site Operation Noise

#### Cancer Center Site

The Cancer Center component would result in a less than significant impact related to stationary noise-producing sources from on-site operations. No mitigation measures are required.

#### Janss Road Site

As a result of rezoning and land use changes to the Janss Road site that are proposed under this Project, this EIR assumes future development at the site will consist of 9 single-family residential units. The primary source of on-site operational noise from single-family residential units are HVAC equipment. HVAC equipment located on the ground or on the rooftop of the units would have the potential to generate high noise levels. The specific details (location, size, manufacturer, and model) of the equipment have not yet been determined as no specific development plans for the site have been proposed. Because future residential development of the site could result in HVAC noise that may exceed the City's Noise Element's compatibility guidelines for residential uses of 60 dBA CNEL at nearby existing residential uses to the south and southwest, this impact is considered potentially significant. Implementation of **MM-NOI-3** would reduce noise impacts from HVAC equipment to a less than significant level.

**MM-NOI-3**     **Mechanical Equipment Noise Abatement** Because heating, ventilation, and air conditioning (HVAC) equipment can generate noise that could affect surrounding sensitive receptors and because the details, specifications, and locations of this equipment is not yet known, the project applicant shall retain an acoustical specialist to review project construction-level plans prior to final approval to ensure that the equipment specifications and plans for HVAC and other outdoor mechanical equipment incorporate measures, such as the specification of quieter equipment or provision of acoustical enclosures, that will not exceed relevant noise standards at nearby noise-sensitive land uses (e.g., residential). Prior to the commencement of construction, the acoustical specialist shall certify in writing to the City that the equipment specifications and plans incorporate measures that will achieve the relevant noise limits.

**b) Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?**

The Project would result in a less-than-significant impact with regard to groundborne vibration and groundborne noise levels. No mitigation is required.

**c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?**

The Project would result in no impact with regard to excessive airport noise levels. No mitigation is required.

## 4.9.6 References Cited

14 CCR 15000–15387 and Appendices A–L. Guidelines for Implementation of the California Environmental Quality Act

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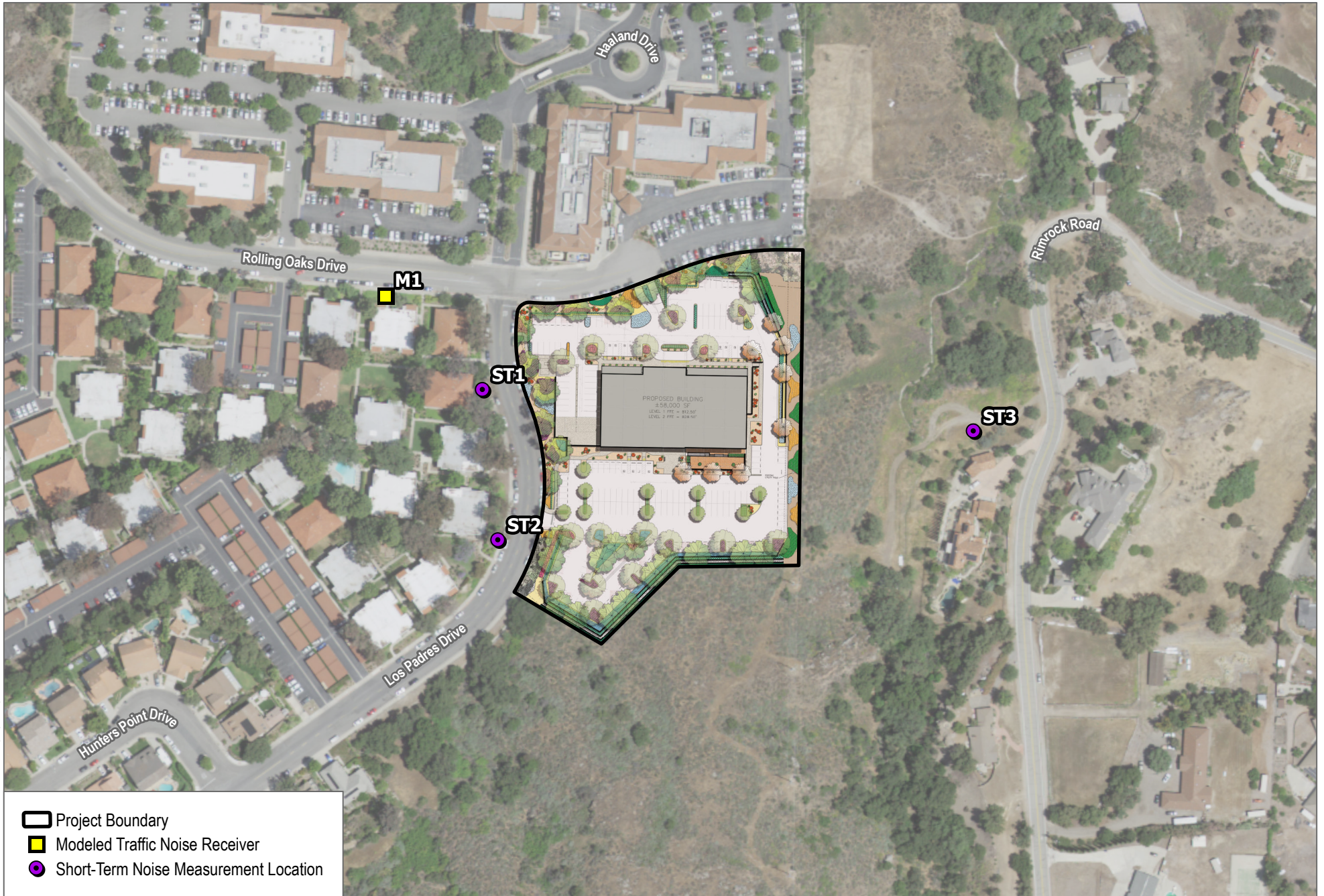
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OPR (Governor's Office of Planning and Research). 2017. *State of California General Plan Guidelines 2017: Appendix D, Noise Element Guidelines: Guidelines for the Preparation and Content of the Noise Element of the General Plan*. OPR. 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018. Accessed March 2021. [https://www.opr.ca.gov/docs/20190122-743\\_Technical\\_Advisory.pdf](https://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf)



-  Project Boundary
-  Modeled Traffic Noise Receiver
-  Short-Term Noise Measurement Location




SOURCE: NAIP 2020; HKS Architect 2023



**FIGURE 4.9-1**  
**Noise Measurement and Modeling Locations - Cancer Center Site**  
 EIR for Los Robles Comprehensive Cancer Center - 355 W Janss Road Land Use Change Project

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-  Project Boundary
-  Modeled Traffic Noise Receiver
-  Short-Term Noise Measurement Location

SOURCE: NAIP 2020



**FIGURE 4.9-2**

**Noise Measurement and Modeling Locations - Janss Road Site**

EIR for Los Robles Comprehensive Cancer Center - 355 W Janss Road Land Use Change Project

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## 4.10 Public Services and Recreation

This section describes the existing public services and recreation conditions of the Los Robles Comprehensive Cancer Center (Cancer Center site) and the 355 West Janss Road General Plan Amendment and Zone Change (Janss Road site) Project (collectively the “Project”) and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the Project.

Sources consulted are listed in Section 4.10.6, References Cited.

### 4.10.1 Existing Conditions

#### Fire Protection

Fire services in the City of Thousand Oaks (City) are provided by the Ventura County Fire Department (VCFD). The VCFD provides fire protection services, medical aid, rescue, hazardous materials response, and a variety of other services to the City. VCFD is a full-service fire department, composed of 588 dedicated men and women personnel, including about 445 full-time safety (including safety Chief Officers) and 143 full-time non-safety employees that provides fire protection and emergency medical services and covers 848 square miles including seven of its cities, including Ojai, Port Hueneme, Moorpark, Camarillo, Santa Paula, Simi Valley, and Thousand Oaks with a population of more than 850,000 people in Ventura County (VCFD Overview, 2022 and VCFD 2021 Snapshot Annual Report).<sup>1</sup>

There are four fire stations that provide both fire and emergency medical services within six miles of both Project sites: Fire Station 30, Fire Station 31, Fire Station 34 and Fire Station 35 (see Figure 4.10-1, Fire Stations in Thousand Oaks). Table 4.10-1 shows fire stations within 6 miles of the Project sites and the approximate distance and response times to the Project sites. The nearest station to the Cancer Center site is located at 325 West Hillcrest Drive in Thousand Oaks (Fire Station 30) and the nearest fire stations to the Janss Road site are at 325 West Hillcrest Drive (Fire Station 30) and 555 East Avenida de Los Arboles (Fire Station 34). In the event that Fire Station 30 or Fire Station 34 cannot meet the immediate needs of a call for services independently or does not have capability to address the full extent of a larger incident, Fire Stations 31 or 35 could respond or provide support.

**Table 4.10-1. Summary of VCFD Closest Responding Fire Stations Summary in City of Thousand Oaks**

VCFD Station No.	Location	Equipment	Staffing	Maximum Travel Distance*	Travel Time**
30	325 West Hillcrest Drive, Thousand Oaks, California	Engine Company (Engine 30); Command Vehicle (Battalion 3); Rescue Ambulance (Rescue 30); (1) Brush Engine (Brush Engine 330)	On Duty: 3 Battalion Chief Officer: 1	Cancer Center site: 1.5 mi. Janss Road site: 2.2 mi.	Cancer Center site: 3 min. 10 secs. Janss Road site: 4 min. 23 secs.

<sup>1</sup> <https://vcfd.org/wp-content/uploads/2023/03/AnnualReport2021.pdf>

**Table 4.10-1. Summary of VCFD Closest Responding Fire Stations Summary in City of Thousand Oaks**

VCFD Station No.	Location	Equipment	Staffing	Maximum Travel Distance*	Travel Time**
31	151 Duesenberg Drive, Thousand Oaks, California	Medic/Engine (Medic/Engine 31); Rescue Engine (Rescue 31);	On Duty: 5	Cancer Center site: 3.2 mi. Janss Road site: 5.9 mi	Cancer Center site: 6 min. 5 secs. Janss Road Site: 10 mins. 40 secs.
34***	555 East Avenida de Los Arboles, Thousand Oaks, California	Medic/Engine (Medic/Engine 34); Reserve Engine (Engine 134); Utility Pickup Truck (Utility 34)	On Duty: 3	Cancer Center site: 3.6 mi. Janss Road site: 2.2	Cancer Center site: 6 min. 45 sec. Janss Road site: 4 mins. 23 secs.
35	751 Mitchell Road, Newbury Park, CA	Engine 35 Ladder Truck 35 Reserve Engine OES 344 Command 11	On Duty: 7	Cancer Center site: 3.9 mi. Janss Road site: 5.8 mi.	Cancer Center site: 7 min 17 sec. Janss Road site: 10 mins. 20 secs.

**Note:**

- \* Assumes travel distance to the Project sites from Stations 30, 31, 34, or 35. Travel Time is one portion of the “total reflex time”, which also includes call processing, dispatch, arrival and set up times.
- \*\* Assumes travel to entrance of the Project sites, and application of the ISO formula,  $T=0.65+1.7(\text{Distance})$ , a 35-mph travel speed, and does not include turnout time.
- \*\*\* Construction of a new Fire Station 34 is slated for construction.

Additionally, VCFD has a number of mutual aid agreements with other fire services agencies within Ventura and Los Angeles Counties. If the resources of these agencies are depleted, assistance can also be obtained through various state and federal agencies including the Office of Emergency Services, the Department of Forestry and Fire Protection (CAL FIRE), the State Fire Marshal, the U.S. Forest Service, the National Park Service and Bureau of Land Management, and the Department of Defense (City of Thousand Oaks 2023).

Based on the Cancer Center site location in relation to existing VCFD stations, travel time to the site from the first responding engine from Station 30 is approximately 3 minutes and 10 seconds to the front entrance/drop off area of the facility. Secondary response would arrive in approximately 6 minutes and 5 seconds. Based on these calculations, emergencies within the project can be responded to by VCFD’s first arriving unit (average maximum initial response of no more than 8 minutes 30 seconds for fire apparatus and 5 minutes for ambulance, 90% of calls for suburban areas) in accordance with the County’s standard.

Based on the Janss Road site location in relation to existing VCFD stations, travel time to the site from the first responding engine from Station 30 and 34 is approximately 4 minutes and 23 seconds and 4 minutes and 23 seconds, respectively, to the entrance of the site. Secondary response would arrive between approximately 10 minutes and 20 seconds and 10 minutes and 40 seconds from Stations 35 and 31, respectively. Based on these calculations, emergencies at each site can be responded to by VCFD’s first arriving unit (average maximum

initial response of no more than 8 minutes 30 seconds for fire apparatus and 5 minutes for ambulance, 90% of calls for suburban areas) in accordance with the County’s standard.

It should be noted VCFD has an initial response of no more than 12 minutes for fire apparatus, 90% of calls for rural areas. The majority of Thousand Oaks is within a few miles of a fire station, which allows the VCFD to meet its response time goals. Four additional stations are regularly available to assist the eight located within the Conejo Valley: Station 40 Mountain Meadows in Moorpark, Station 44 Wood Ranch in Simi Valley, and two stations west of the City (Station 52 Mission Oaks and Station 54 Camarillo, both in Camarillo).

In addition, the City participates in automatic aid agreements and dropped boundary agreements on first alarm or greater emergency calls with surrounding communities, ensuring that the closest unit will be dispatched, regardless of jurisdictional boundaries. Further, the County has Mutual Aid agreements that allow the Cities to request additional resources from county, state, and federal agencies to meet the needs of a given incident. The VCFD is responsible for the preparation, maintenance, and execution of Fire Preparedness and Management Plans. The County’s Emergency Operations Center trains County staff and outside agencies in their roles and responsibilities and coordinates operations in the event of an emergency or major event or incident. The VCFD is also part of the State of California Master Mutual Aid Agreements.

The City’s Emergency Management Division is responsible for the operation of the City’s Emergency Operations Center (EOC). The EOC is the focal point for coordination of the City’s emergency planning, training, response, and recovery efforts for emergencies and major disasters. The EOC prepares for emergencies and major disasters such as fires, floods, earthquakes, and acts of terrorism.

In addition, the City participates in the Ventura County Multi-Hazard Mitigation Plan, which was last revised in February 2022. The Plan assesses the risks posed by natural and human-caused hazards and establishes mitigation strategies for reducing these risks. Hazards addressed include flooding, tsunamis, earthquakes, wildfires, and agricultural biological hazards. Emergency response actions could also be triggered by a hazardous materials incident; water or air pollution; a major transportation accident; water, gas, or energy shortage; a health epidemic; a nuclear accident; or terrorism (County of Ventura 2022).

## Police Protection

The Ventura County Sheriff’s Department (VCSD) provides police protection services to the City and is staffed by approximately 1,250 personnel, including allocations for more than 750 sworn positions (Ventura County Sheriff’s Office 2023a). The City has contracted with the VCSD for police services since 1964. The East County Police Services and the Thousand Oaks Police Department share a facility at 2101 East Olsen Road, approximately 7 miles northeast of the Cancer Center site and 5.3 miles northeast of the Janss Road site. The joint Thousand Oaks Police Department and East County Police Services station performs various law enforcement, community policing, traffic enforcement, special event management, and investigative functions, as well as various administrative duties. The VCSD is comprised of three primary divisions including Operations, Detention Services and Support Services. The VCSD also partners with Volunteers in Policing (VIPs), Disaster Assistance Response Team (DART), and Search and Rescue, and includes community programs such as the Citizen Academy, Crime Prevention, Parent Project, Ride Along Program, and School Resource Officer (Ventura County Sheriff’s Office 2023b). The Sheriff’s Department facilities are not currently over-impacted under existing conditions. This station is currently staffed with six full-time patrol cars and six 12-hour cars, which totals 12 cars staffed by 12 officers at heightened hours. Ventura County Sheriff’s Department’s average response time in Thousand Oaks is 2 to 3 minutes for “priority one” or emergency-related calls.

Additional police protection in the City includes the California Highway Patrol (CHP), which provides traffic safety and enforcement services on County and state highways. The City of Thousand Oaks is located within CHP Coastal Division, which has 325-miles of jurisdiction within the division. The Coastal Division has one residential post, two commercial vehicle inspection facilities, and three communication dispatch centers. Additionally, CHP has a Commercial Vehicle Unit, Motor Carrier Unit, Investigative Service Unit, Air Operations Unit, Multidisciplinary Accident Investigation Team, Recruiting, and Public Affairs.

## Schools

The City is part of the Conejo Valley Unified School District (CVUSD), which includes 17 elementary schools, 4 middle schools, and 4 high schools (CVUSD 2023a).

The Cancer Center site is within the attendance boundary of the following schools: Acacia Elementary School, Colina Middle School, and Westlake High School (CVUSD 2023b). According to the California Department of Education, during the 2021/2022 school year, Acacia Elementary School had 387 students enrolled, Colina Middle School had 805 students enrolled, and Westlake High School had 2,166 students enrolled (CDE 2022a; CDE 2022b; CDE 2022c). The Master Plan for each school prepared by the CVUSD indicates that these schools have capacity of 430 students, 1,299 students, and 2,656 students, respectively (CVUSD 2017a; CVUSD 2017b; CVUSD 2017c).

The Janss Road site is within the attendance boundary of the following schools: Aspen Elementary School, Redwood Middle School, and Thousand Oaks High School (CVUSD 2023b). According to the California Department of Education, during the 2021/2022 school year, Aspen Elementary School had 318 students enrolled, Redwood Middle School had 729 students enrolled, and Thousand Oaks High School had 1,884 students enrolled (CDE 2022d; CDE 2022e; CDE 2022f). The Master Plan for each school prepared by the CVUSD indicates that these schools have capacity of 460 students, 1,419 students, and 2,886 students, respectively (CVUSD 2017d; CVUSD 2017e; CVUSD 2017f).

## Libraries

Library services within the City are provided by the Thousand Oaks Grant R. Brimhall Library, located at 1401 East Janss Road, approximately 3.4 miles northeast of the Cancer Center site and 2.4 miles east of the Janss Road site. The Thousand Oaks Library is comprised of one main facility in Thousand Oaks and a branch library in Newbury Park, located at 2331 Borchard Road.

## Parks and Recreation

Per the Open Space Element of the City General Plan, the City's open space system currently includes approximately 15,155 acres of natural open space, including 150 miles of public hiking, biking, and equestrian trails, and 1,658 acres of active open space (e.g., parks and golf courses) (City of Thousand Oaks 2023). Another 1,137 acres of undeveloped lands feature important open space resources and could be added to the system in the future. The Conejo Recreation and Park District operates and owns approximately 50 parks in the Conejo Valley (CRPD 2023a).

Estella Park is the closest existing neighborhood park to the Cancer Center site, at a distance of 1.3 miles. The closest future neighborhood park site (currently informally referred to as "Rolling Oaks Neighborhood Park") consists of 2 vacant parcels (5.5 acres total) located adjacent to, and northeast of the Cancer Center site. The Cancer Center site is bordered by Los Padres Open Space area to the south and the Conejo Ridge Open Space area is located approximately 0.6 mile east of the Project site.

Suburbia Park is the closest park to the Janss Road site at a distance of appropriately 1 mile north. The Janss Road site is located directly east of the Wildwood Open Space area.

### Conejo Recreation and Park District

The Conejo Recreation & Park District (CRPD) provides the City of Thousand Oaks with parks and recreation services. The CRPD serves nearly 140,000 Conejo Valley residents by maintaining more than 50 parks and recreation facilities, offering thousands of classes each year, hosting dozens of community events, and, in cooperation with the City of Thousand Oaks, caring for over 15,000 acres of open space and 140 miles of trails via the Conejo Open Space Conservation Agency (COSCA). The CRPD staff consists of 91 full-time, 53 regular part-time, approximately 325 part-time/seasonal employees, contract instructors and more than 1,000 yearly volunteers. The CRPD also maintains partnerships with the City of Thousand Oaks, Ventura County, Conejo Valley Unified School District and community institutions such as California Lutheran University, which also provide additional park facilities and recreational services (CRPD 2023b).

### CRPD Park Classifications

Parks can be classified by type based primarily on their size, function and character, and there are six park classifications for CRPD facilities: neighborhood parks, playfields, community parks, district-wide parks, regional parks, and special facilities. An additional category, Open Space Areas, is included for passive recreational opportunities. The categorization of parks is important in understanding CRPD-wide acreage needs and for future planning purposes. The following park categories are defined below (CRPD 2011):

- **Neighborhood Parks** – Generally serve residents who live in close proximity of the park, usually within one mile, and typically provide both passive and active recreational opportunities such as playgrounds, multi-purpose open turf areas, basketball and volleyball courts, picnic tables and/or picnic shelters, and walking paths. In some instances, sports fields and small parking areas are included. A size of up to 10 acres is considered appropriate and serving a population up to 4,000 persons; however, neighborhood parks have and may exceed 10 acres in size.
- **Playfields** – Generally serve residents who live three quarters to one mile from the park. These parks are typically oriented to daytime and night-lighted athletic uses, such as football, soccer, baseball, softball, tennis courts, basketball, and other competitive team sports. Playfields are typically 10 to 20 acres in size and generally serve one of the community zones each with a population of 15,000 to 20,000, and an approximate ultimate population of 30,000; however, playfields have and may be less than 10 acres or exceed 20 acres in size. Dual-functioning, playfields satisfy sports facility needs and yet contain the elements of a neighborhood park thus satisfying acreage requirements of two park types (a playfield and neighborhood park facility).
- **Community Parks** – Generally serve residents who live one- and one-half miles to two miles from the park, and are active, drive-to facilities, and like playfields, are designated for day and night-lighted athletic uses. Site amenities include, but are not limited to, baseball and soccer fields, tennis courts, basketball and volleyball courts, major picnic facilities, parking, and a community center building. The center and the additional recreational programming associated with it is the distinguishing feature between a community park and playfield. Community parks are typically 20 to 50 acres in size and generally serve a population up to 40,000; however, community parks may be less than 20 acres or exceed 50 acres in size. Community parks are designed to serve the broader recreation needs of several neighborhoods and adequately satisfy acreage requirements of all three park types (a community park, playfield, and neighborhood park facility).

- **District-Wide Parks** – Generally serve residents of the entire district. These parks offer a wide variety of recreation opportunities. They typically include unique features such as wooded areas, varied topography and water features, and/or special facilities such as a dog-park, equestrian facility, community garden, or lighted sports fields. District-wide parks generally contain more developed amenities than those found at a regional park however they may include boating, swimming, hiking and riding trails, camp facilities and/or a nature center. District-wide parks are typically between 50 and 250 acres in size; however, district-wide parks may be less than 50 acres or exceed 250 acres in size. Due to the abundance and breadth of amenities offered they frequently draw patronage from well beyond the district boundary to approximately 30 miles.
- **Regional Parks** – Generally serve the entire region. These parks may include unique natural areas and specialized recreational facilities such as campgrounds, wilderness areas, nature study, outdoor education, hiking trails, equestrian facilities, and museums. The size and location of regional parks will vary, but no less than 250 acres is recommended, however, regional parks may be less than 250 acres in size. Since these parks are intended to serve the entire region, they do not have a service radius.
- **Special Facilities** – All other facilities are classified as Special Facilities, and include museums, libraries, teen centers, senior centers, golf courses, dog parks, skateparks, equestrian/hiking trails, equestrian centers, bicycle trails, aquatic centers, exhibition grounds, community auditoriums, community and botanic gardens, cultural centers, and other unique or special facilities not generally included as part of the neighborhood, playfield and community and park system.
- **Open Space Areas** - Areas in which most of the park is undeveloped and contains vegetation, topography, or features in their natural and undisturbed states. These areas are typically under the jurisdiction of the Conejo Open Space Conservation Agency (COSCA); however, other owners include the City of Thousand Oaks, Mountains Recreation and Conservation Authority (MRCA), National Park Service (NPS), and the County of Ventura. Open space areas can be any assemblage of acreage and serve the entire population. As defined by the City of Thousand Oaks Open Space Element, the term “open space” means “any area designated by the City of Thousand Oaks to preserve the City’s natural resources and open space character. Such lands include scenic ridgelines and steeply sloping hillside terrain, arroyos and barrancas, lakes, creeks, riparian vegetation, floodplains, ecologically diverse native plant and animal communities that include rare and endangered species, critical habitat linkages and movement corridors that are necessary for the local and regional linkages and movement corridors important to the dispersal of wildlife population, farming and grazing, historic and archaeological resources, and passive recreation areas.”

### Conejo Open Space Conservation Agency

The COSCA preserves, protects, and manages open space resources in the Conejo Valley. COSCA was created in 1977 by a joint powers agreement between the City of Thousand Oaks and the Conejo Recreation and Park District, in order to coordinate land use planning and policy decisions, and facilitate open space acquisition, management, and conservation according to the goals identified in the City’s General Plan.

There are 15,334 acres of protected open space within Thousand Oaks' city limits and planning area. COSCA currently owns and/or manages approximately 12,700 acres of that open space and maintains more than 150 miles of trails. COSCA's staff includes two full-time administrative staff, ten rangers, and one open space technician (COSCA 2023a).

The Los Padres Open Space area, located directly south of the Cancer Center site, is primarily owned and maintained by COSCA. The Los Padres Open Space area encompasses 187 acres of chaparral-covered hillsides

and oak woodlands. This area is accessible from the Los Padres Trail on the west side of Los Padres Drive. The Los Padres Trail provides a direct link to the Los Robles Trail (COSCA 2023b).

The Conejo Ridge Open Space area is located approximately 0.6 miles east of the Cancer Center site and is adjacent to the Los Padres Open Space area and other open space areas. The Conejo Ridge Open Space area is 406 acres of open space immediately south of the interchange of the U.S. Route 101 and California State Route 23. The trail in this area links the southerly terminus of Rimrock Road with the Los Robles Trail (COSCA 2023c).

The Wildwood Open Space area, located directly west of the Janss Road site, is primarily owned by COSCA. The Wildwood Open Space area encompasses 302 acres and includes particularly important and sensitive resources. Resources include steep-sided canyons, oak woodlands, a perennial stream, and riparian vegetation which provide ideal habitat for nesting, foraging and wildlife movements. Most of this preserve is owned by COSCA, with limited access to protect the area’s resources. Trail access to this area is provided from the Rancho Conejo Playfield, which is on the east side of Ventu Park Road just north of Hillcrest Drive (COSCA 2023d).

## 4.10.2 Relevant Plans, Policies, and Ordinances

### State

#### 2022 California Fire Code

The California Fire Code is Part 9 of thirteen parts of the official compilation and publication of the adoption, amendment and repeal of building regulations to Title 24 of the California Code of Regulations. The purpose of the California Fire Code is to establish the minimum requirements consistent with nationally recognized good practices to safeguard the public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises, and to provide safety and assistance to fire fighters and emergency responders during emergency operations. The provisions of this code apply to construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure or any appurtenance connected or attached to such building structures throughout the State of California.

This code established regulations affecting or relating to building, structures, processes, premises and a reasonable degree of life and property safeguards regarding:

1. The hazard of fire and explosion arising from the storage, handling or use of structures, materials or devices.
2. Conditions hazardous to life, property or public welfare in the use or occupancy of buildings, structures or premises.
3. Fire hazards in the buildings, structures or on premises from use of, occupancy of, or operation.
4. Matters related to the construction, extension, repair, alteration or removal of fire suppression or alarm systems.
5. Conditions affecting the safety of fire fighters and emergency responders during emergency operations.

#### International Fire Code

The Uniform Fire Code contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code include fire department access, fire hydrants, automatic 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 the surrounding premises. The code contains specialized technical regulations related to fire and life safety.

### California Health and Safety Code

State fire regulations are set forth in Section 13000 et seq. of the California Health and Safety Code, including regulations for building standards (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.

### California Occupational Safety and Health Administration

In accordance with California Code of Regulations Title 8, Section 1270, Fire Prevention, and Section 6773, Fire Protection and Fire Equipment, the California Occupational Safety and Health Administration has established minimum standards for fire suppression and emergency medical services. The standards include guidelines on the handling of highly combustible materials; fire hose size requirements; restrictions on the use of compressed air; requirements for access roads; and guidelines for testing, maintaining, and using all firefighting and emergency medical equipment.

### Mutual Aid Agreements

The California Disaster and Civil Defense Master Mutual Aid Agreement, as provided by the California Emergency Services Act, provides statewide mutual aid between and among local jurisdictions and the state. The statewide mutual aid system exists to ensure that adequate resources, facilities, and other supports are provided to jurisdictions whenever resources prove to be inadequate for a given situation. Each jurisdiction controls its own personnel and facilities but can give and receive help whenever needed.

### Senate Bill 50 and Proposition 1A

Senate Bill (SB) 50, the Leroy F. Greene School Facilities Act of 1998 was signed into law on August 27, 1998. It placed a \$9.2 billion state bond measure (Proposition 1A), which includes grants for modernization of existing schools and construction of new schools, on the ballot for the November 3, 1998, election. Proposition 1A was approved by voters, thereby enabling SB 50 to become fully operative. Under SB 50, a program for funding school facilities largely based on matching funds was created. The construction grant provides funding on a 50/50 state and local match basis, and the modernization grant provides funding on a 60/40 basis. Districts unable to provide some, or all, of the local match requirement may meet financial hardship provisions and are potentially eligible for additional state funding.

In addition, SB 50 allows governing boards of school districts to establish fees to offset costs associated with school facilities made necessary by new development in their district. Payment of these fees is required prior to issuance of building permits. Pursuant to California Government Code Section 65995, the payment of these fees by a developer serves to fully mitigate all potential project impacts on school facilities.

### California Education Code

CVUSD's facilities and services are subject to the rules and regulations of the California Education Code and governance of the State Board of Education. Traditionally, the state has passed legislation for the funding of local and public schools and provided the majority of monies to fund education in the state. To assist in providing facilities



to serve students generated from new development projects, the state passed Assembly Bill 2926 in 1986, allowing school districts to collect impact fees from developers of new residential, commercial, and industrial developments. Section 65996 of the California Government Code designates Section 17620 of the Education Code (the mitigation fees authorized by SB 50) and Section 65970 of the California Government Code to be the exclusive method for considering and mitigating development impacts on school facilities. Section 65996 legislates that development impact fees collected under Section 17620 of the Education Code (the mitigation fees authorized by SB 50) and Section 65970 of the California Government Code be deemed, “to provide full and complete school facilities mitigation.” Under California Government Code Section 65996, a state or local agency may not deny or refuse to approve the development of real property on the basis that school facilities are inadequate.

### Quimby Act

California Government Code Section 66477, referred to as the Quimby Act, permits local jurisdictions to require the dedication of land and/or the payment of in-lieu fees solely for park and recreation purposes. The required dedication or fee is based on residential density, parkland cost, and other factors. Land dedication and fees collected pursuant to the Quimby Act may be used for acquisition, improvement, and expansion of park, playground, and recreational facilities, or the development of public school grounds. The amount of land dedicated, or fees paid is based on the residential density based on the approved tentative map and average number per household. Revenues generated due to the Quimby Act cannot be used for the operation and maintenance of park facilities within the same subdivision that the fees were paid as a condition to approval of the map. Governor Jerry Brown signed Assembly Bill 1359 (AB 1359) that allows cities and counties to use developer paid Quimby Acts fees to provide parks in neighborhoods other than near developer’s subdivision. Cities or counties can have joint agreements with multiple public districts to provide additional park and recreation access.

### Public Park Preservation Act of 1971

In the California Public Resources Code (PRC), Sections 5400-5409 is known as the Public Park Preservation Act of 1971. The Act has provisions that does not let any department, division, agency of the state government or public utility to acquire property used as a public and utilizing it has nonpark purposes, unless the acquiring entity proper compensation or land to replace the park and the facilities.

### Local

#### Ventura County Fire Department Unit Strategic Fire Plan

The VCFD Unit Strategic Fire Plan (revised May 2023) is a component of the California Strategic Fire Plan used within the VCFD and established under the HFRA protocol. The VCFD seeks to achieve the same goals as the state, including a natural environment that is more fire resilient, buildings and infrastructure that are more fire-resistant, and a society that is more aware of and responsive to the benefits and threats of wildland fire, on a local level that works with stakeholders and cooperators to create programs, policies, and procedures that would make the residents of Ventura County safer. Another significant element of the plan is to identify and evaluate wildland fire hazards to minimize negative effects of a wildland fire on the natural and human environments.

#### Ventura County Fire Department Codes, Standards and Ordinances

Projects are required to comply with all currently adopted VCFD Codes, Standards, and Ordinances in effect at the time of project review. Ordinance 32, in effect since January 1st, 2023, provides updates compatible with the State

Fire Code with the purpose of governing the safeguarding of life and property from fire, explosion hazards and hazardous conditions and regulating the issuance of permits and collection of fees.

### City of Thousand Oaks General Plan

The following elements are applicable to public services and recreation.

#### Community Facilities and Services

Goals in the Community Facilities and Services Element regarding fire and police services in Thousand Oaks include the following:

Goal CFS-9. Ensure fire protection for all residents and businesses in the City of Thousand Oaks.

Goal CFS-9. Provide police services for all residents and businesses in the City.

#### Conservation Element

The Thousand Oaks Conservation Element was last updated in 2023 that depicts the distribution of local resources. It is based on the premise that the existing natural environment possesses its own inherent values related to physiographic, hydrological, biological, and cultural resources and should be conserved so it is not permanently lost or altered as a result of community development. The following are policies that are included in the Thousand Oaks General Plan Conservation Element:

Policy 1.2. Preservation of natural land features. Preserve significant natural features including ridges, rock outcroppings, natural drainage courses, wetland and riparian areas, steep topography, important or landmark trees, and views.

Policy 5.5. Landscape design. Encourage new development to incorporate native or regionally adaptive vegetation into landscape plans and prohibit the use of species known to be invasive according to the California Invasive Plant Inventory.

#### Open Space Element

The Thousand Oaks Open Space Element was updated in 2023 that assures the conservation of open space resources. It is part of state law that mandates cities and counties to adopt an Open Space Element for the preservation of open space for the health, safety, and welfare of the public. The element includes local planning policies for use of unimproved land and water for the preservation of natural resources, managed production of the resources, outdoor recreation, and enhancement of public health and safety. Law also requires including the inventory of those lands and resources in an “action program”. Open Space Element includes goals and policies for parks and open space:

Goal POS-1. Preserve open space lands for future generations of Thousand Oaks residents.

Goal POS-3. Manage and regulate open spaces to protect the natural environment.

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

### City of Thousand Oaks Municipal Code

The Thousand Oaks Municipal Code contains several regulations and standards implementing the General Plan Policies.

### Conejo Recreation and Park District Master Plan

The CRPD Master Plan was originally adopted in June 1975 by District Board Directors and most recently updated in 2011. The Master Plan is a dynamic document that reflects the community growth and changes of the area. The CRPD serves over 136,000 residents of Thousand Oaks and their Master Plan serves as the recreational element of the City of Thousand Oaks General Plan. The objectives and purpose of the master plan is the following:

- To provide an information base from which the Board of Directors may make determinations pertaining to short-range goals in relationship to longer-term goals of the CRPD and current planning principles.
- To consider and evaluate trends in recreation pursuits so that the people of the Conejo Valley may have a meaningful selection of recreational opportunities and facilities.
- To determine population trends and projections, growth indicators, recreational interests, and all other changing demographic factors pertinent to a viable planning process.
- To review and propose planning guidelines and standards for the acquisition and development of recreation areas and facilities to meet the existing and future needs and desires of the community.
- To inventory and categorize all existing recreation areas and facilities within the public, semipublic, private, and commercial sectors of the community to provide data pertaining to the availability of all recreational opportunities in the community.
- To afford the community the opportunity to participate in the determination of future requirements for public recreation and park development within the capabilities and philosophy of CRPD.

## 4.10.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts to public services (1, below) and recreational facilities (2 and 3 below) are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to the Project would occur if the Project would:

Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- A. Fire protection.
- B. Police protection.
- C. Schools.
- D. Parks.
- E. Other public facilities.

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.

#### 4.10.4 Impacts Analysis

***Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:***

##### ***Fire protection?***

Less-Than-Significant Impact.

##### Cancer Center Site

The proposed development would introduce potential ignition sources with buildout of the medical facility; however, the Cancer Center would be required to comply with VCFD’s Fire Ordinance Number 32 which is referenced to as the Ventura County Fire Code by repealing Ordinance 31 (adopting portions of the 2021 International Fire Code and 2022 California Fire and Building Codes adopted by reference with several modifications) governs the building, infrastructure, and defensible space requirements. The Project is consistent with the uniform emergency access and installation standards used throughout the State of California as described in the 2022 California Building Code (CBC) including those standards identified within Chapter 7A, which focuses primarily on preventing ember penetration into structures. Furthermore, the requirements outlined within the California Code of Regulations (CCR), specifically Titles 14 and 24, and those outlined within the 2022 California Fire Code (CFC), including Chapter 49, as well as the operational procedures and capabilities particular to the VCFD emergency vehicles and suppression personnel.). The Cancer Center development would be subject to current VCFD requirements for fire sprinkler systems, fire alarm systems, fire flow, and equipment and firefighter access, as well as Fire Code requirements. Compliance with the Fire Code standards would be ensured through the plan check process prior to the issuance of building permits and would reduce the potential demand for fire services at the Cancer Center site. As required by standard procedure, the Cancer Center would be submitted to the VCFD for review and approval of the site plan and building plan’s fire safety features in conformance with applicable codes including but not limited to, fire hydrant placement, street widths and fire lanes, fire flow water pressure, ingress and egress routes, alarms, sprinklers, extinguishers, and exit signage. Refer to Section 4.13, Wildfire of this EIR and the Fire Protection Plan (see Appendix J of this EIR), for a description of proposed fire prevention measures and design features that will be required for the project to reduce the likelihood of fire spread to or from the Cancer Center site. The Project Applicant would be required to pay any applicable VCFD facility fees. The VCFD uses the facility fees as part of an adopted program for development of additional fire protection facilities on an as needed basis. As such, it is anticipated that the Project would not require new or expanded fire protection facilities in order to maintain adequate response times, and as such the project’s potential impacts associated with provision of fire protection facilities would be **less than significant**.

### Janss Road Site

Since the Janss Road site is located in a developed part of the City that is within the service area of the VCFD, it is anticipated that future development at the Janss Road site could be served without adversely affecting personnel-to-resident ratios, response times, or other performance objectives. Refer to Section 4.13, Wildfire of this EIR for a description of proposed fire prevention measures and design features that would be required for future development of the Janss Road site to reduce the likelihood of fire spread to or from the site. The project applicant would be required to pay any applicable VCFD facility fees. The VCFD uses the facility fees as part of an adopted program for development of additional fire protection facilities on an as needed basis. As such, it is anticipated that future development of the Janss Road site would not require new or expanded fire protection facilities in order to maintain adequate response times, and as such the project's potential impacts associated with provision of fire protection facilities would be **less than significant**.

#### ***Police protection?***

Less-Than-Significant Impact.

### Cancer Center Site

The proposed project would consist of construction of a medical office building on a previously occupied site; therefore, there would be no anticipated increase in City residents that would represent an increase in demand for police services within the City, nor would there be an anticipated increase in demand for police services such that existing staffing levels would be insufficient.

A need for new or expanded public services, such as police facilities, is typically associated with a population increase. The proposed Cancer Center does not include the construction of new homes. While the proposed development would lead to increased employment on site, it is not anticipated that the proposed Project would induce substantial population growth. The Cancer Center would include approximately 58,000 square feet of medical office space, and the estimated number of employees required for operation would be approximately 40 persons. Additionally, the project would be required to pay applicable development impact fees to the City prior to the issuance of building permits. These fees would help offset incremental impacts to resources and facilities by helping to fund capital projects, as needed. As a result, it is not anticipated that implementation of the Project would impact police services or response times such that the need for new or physically altered law enforcement facilities would arise as a result of the project.

Furthermore, the Cancer Center would incorporate operational practices and design elements to increase on-site safety and to reduce the potential for crime to occur. During construction, the contractor would implement temporary security measures including security fencing, lighting, locked entry, and private security officers. During operation, practices to increase safety could include security lighting, alarms, and security cameras. Building entries, parking areas, and walkways would be sufficiently lit, which would facilitate safe pedestrian movement. These design practices and operational practices would lessen the demand for police protection services at the Project site by reducing the potential for crime to occur.

As substantiated in this analysis, the Cancer Center is not anticipated to adversely affect service ratios or response times for police services such that new or expanded police facilities would be required. Therefore, the Cancer Center would not result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities and the impact would be **less than significant**.

### Janss Road Site

Since the Janss Road site is located in a developed part of the City that is within the service area of the VCSD Sheriff's Station, it is anticipated that future development at the site could be provided without adversely affecting personnel-to-resident ratios, response times, or other performance objectives. Additionally, future development would require payment of applicable development impact fees to the City prior to the issuance of building permits to help offset incremental impacts to resources and facilities by helping to fund capital projects, as needed. Therefore, it is not anticipated that future development of the site would adversely impact police services or response times such that the need for new or physically altered law enforcement facilities would arise as a result. The impact would be **less than significant**.

### Schools?

Less-Than-Significant Impact.

### Cancer Center Site

The Cancer Center would not be anticipated to directly or indirectly induce unplanned population growth in the City. The Cancer Center would include approximately 58,000 square feet of medical office space, and the estimated number of employees required for operation would be approximately 40 persons. Although the Cancer Center would require employees to construct and operate the project, these short-term and long-term employees would likely already reside within the broader Project area. As such, it is not anticipated that many people would relocate to the City as a result of the proposed development, and an increase in school-age children requiring public education is not expected to occur as a result.

Similar to other development projects in the City, the Project would be subject to Senate Bill 50, which requires payment of mandatory impact fees to offset any impact to school services or facilities. The provisions of Senate Bill 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA or other state or local laws (Government Code Section 65996). In accordance with Senate Bill 50, the Project Applicant would pay its fair share of impact fees based on the Cancer Center's square footage per Government Code Section 65995(h). These impact fees are required of most residential, commercial, and industrial development projects in the City.

Given the nature of the development and contribution of required development fees, impacts to schools as a result of the project would be **less than significant**.

### Janss Road Site

For purposes of this CEQA analysis, it is assumed future development of the site would consist of 9 single-family residential units. Using the student generation rates used in the Conejo Valley Unified School District's Enrollment Projections, single-family detached units generate 0.1549 elementary school students, 0.0976 middle school students, and 0.1511 high school students per unit (CVUSD 2017g). Therefore, development of 9 residential units on the site could generate approximately 2 elementary school students, 1 middle school student, and 2 high school students. Because CVUSD has existing capacity, it is assumed that the schools serving future residential development at the site would have the facilities to accept what equates to a nominal increase in students generated by the project. Due to the land use and zone change transferring a residential use on the Cancer Center

site to the Janss Road site, there would be no net increase in school impact, as the residential use has been accounted for within the City previously.

Similar to other development projects in the City, future site development would be subject to Senate Bill 50, which requires payment of mandatory impact fees to offset any impact to school services or facilities. The provisions of Senate Bill 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA or other state or local laws (Government Code Section 65996). In accordance with Senate Bill 50, the future project applicant would pay its fair share of impact fees based on the project's square footage per Government Code Section 65995(h). These impact fees are required of most residential, commercial, and industrial development projects in the City.

With required payment of development fees to offset any impact to school services or facilities, future development of the Janss Road site would result in a **less than significant** impact to schools.

***Parks?***

Less-Than-Significant Impact.

Cancer Center Site

Although no residential uses are associated with the Cancer Center, it is possible that employees or visitors of the medical facility may utilize trails in the adjacent Los Padres Open Space area and other parts of the City. However, given the size and nature of the proposed development, it is anticipated that any additional use of nearby trails as a result of project implementation would be nominal and impacts to parks and open space would be **less than significant**.

Janss Road Site

Although no specific residential development project has been proposed for the Janss Road site, it is possible that future residents of the Janss Road site may utilize trails in the adjacent Wildwood Open Space area and other parts of the City. However, given the size and nature of anticipated future development at the site (i.e., 9 residential units), it is anticipated that any additional use of nearby trails as a result of future site development would be nominal and impacts to parks and open space would be **less than significant**.

***Other public facilities?***

Less-Than-Significant Impact.

Cancer Center Site

Employees of the Cancer Center may use the City's library services or visitors to the Cancer Center may use the library. Even if employees or visitors use the library, such usage would not overburden the current facilities. Thus, the Cancer Center would not result in the construction of new library branches nor the expansion of existing branches. As such, impacts to other public facilities in the area would be **less than significant**.

Janss Road Site

Future development of the site would result in the addition of residents to the area that may use the City's library services. Even if potential future residents use the library, such usage would not overburden the current facilities.

Due to the transfer of the residential land use from the Cancer Center site to the Janss Road site, there would be no net increase in impacts to libraries within the City, as the residential use has been accounted for within the City previously. Thus, the potential future development of the Janss Road site would not result in the construction of new library branches nor the expansion of existing branches. As such, impacts to libraries or similar public facilities in the area would be **less than 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 Impact.

#### Cancer Center Site

Employees of the Cancer Center or visitors to the Cancer Center may use parks and open space areas proximal to the site, including the Los Robles Open Space area. However, any additional use of parks or recreational facilities as a result of project implementation would be nominal and would not generate a demand for recreational facilities that would affect City parkland ratios, nor would employee or visitor use increase deterioration of existing facilities that would require the construction or expansion of recreational facilities resulting in environmental impacts. Therefore, impacts would be **less than significant**.

#### Janss Road Site

Future residents of the Janss Road site may use parks and open space areas proximal to the site, including the Wildwood Open Space area. Due to the transfer of the residential land use from the Cancer Center site to the Janss Road site, there would be no net increase in impacts to parks or recreational facilities within the City, as the residential use has been accounted for within the City previously. Thus, the potential future development of the Janss Road site would be nominal and would not generate a demand for recreational facilities that would affect City parkland ratios, nor would future resident use increase deterioration of existing facilities that would require the construction or expansion of recreational facilities resulting in environmental impacts. Therefore, impacts would be **less than significant**.

***Would the Project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?***

No Impact.

#### Cancer Center Site

Development of the Cancer Center site proposes construction of a medical office building and does not include the construction or expansion of any recreational facilities. Therefore, **no impact** would occur.

#### Janss Road Site

No specific residential development project has been proposed for the Janss Road site, nor is the City required to approve a specific housing development to comply with SB330/SB8. However, the proposed modification in land use designation and rezone of the Janss Road site would allow for residential uses at the Janss Road site to ensure no net loss of residential zoning capacity resulting from the Cancer Center approvals. For purposes of this CEQA analysis, it is assumed 9 single-family residential units would be developed within the Janss Road site.



The Janss Road component does not include the construction or expansion of any recreational facilities. Therefore, **no impact** would occur.

### 4.10.5 Mitigation Measures and Level of Significance After Mitigation

***Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:***

***Fire protection?***

Impacts would be less than significant. No mitigation is required.

***Police protection?***

Impacts would be less than significant. No mitigation is required.

***Schools?***

Impacts would be less than significant. No mitigation is required.

***Parks?***

Impacts would be less than significant. No mitigation is required.

***Other public facilities?***

Impacts would be less than significant. No mitigation is required.

***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?***

Impacts would be less than significant. No mitigation is required.

***Would the Project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?***

No impact would occur. No mitigation is required.

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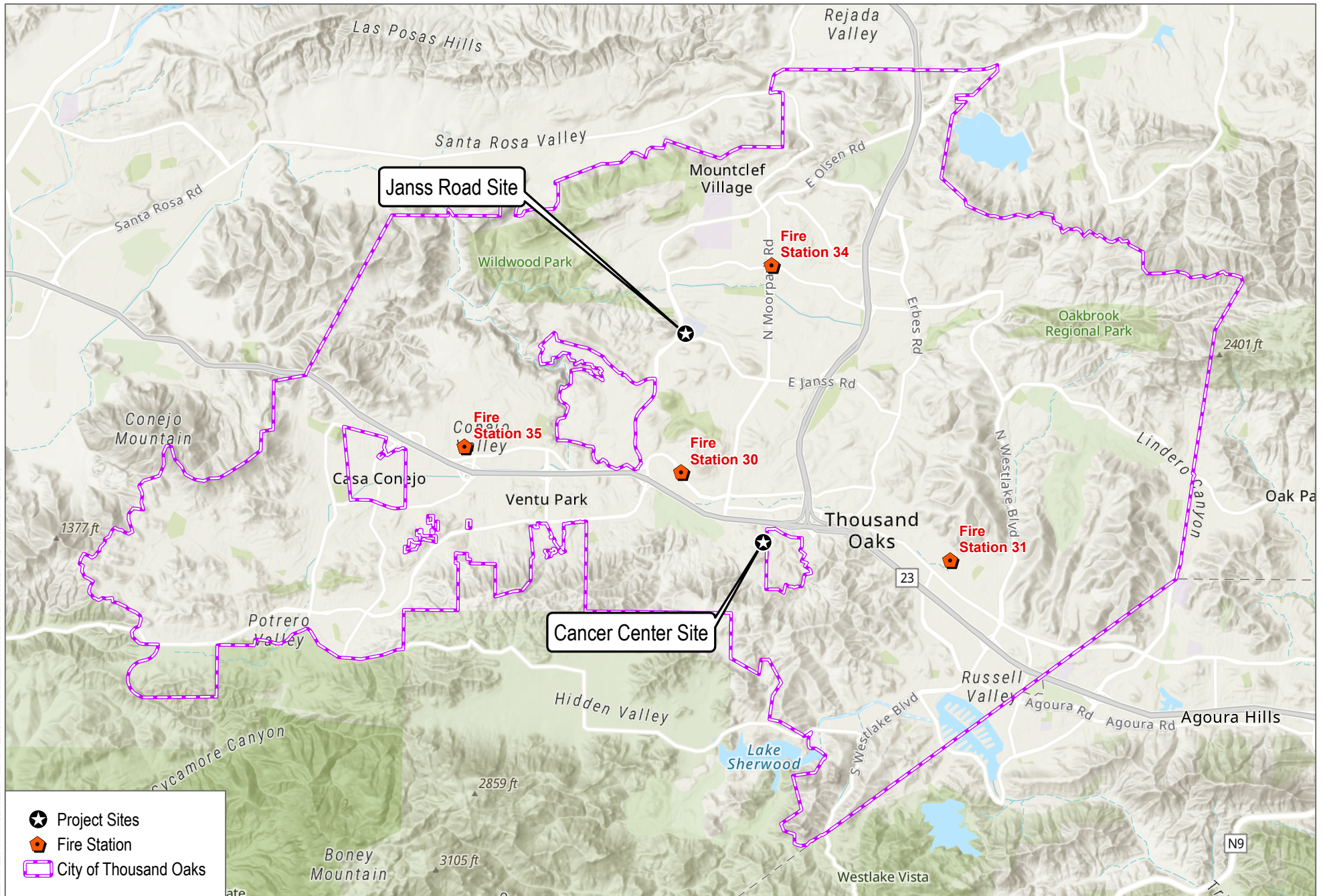
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SOURCE: World Topographic Map 2023



**FIGURE 4.10-1**

**Fire Stations in Project Vicinity**

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## 4.11 Transportation

This section describes the existing conditions of Los Robles Comprehensive Cancer Center (Cancer Center site) and the 355 West Janss Road General Plan Amendment and Zone Change (Janss Road site) Project (collectively the “Project”) sites and vicinity related to transportation, and identifies associated regulatory requirements, thresholds of significance, impact analysis, cumulative impacts, mitigation measures, level of significance after mitigation. Information contained in this section is based on publicly available data as well as the following:

- **Appendix H1.** Los Robles Medical Center Traffic and Parking Study, prepared by Associated Transportation Engineers, October 24, 2022
- **Appendix H-2.** Trip Generation Addendum Memorandum for the Los Robles Medical Center Project, prepared by Associated Transportation Engineers, October 11, 2023
- **Appendix H-3.** Los Robles Medical Office Amendment- CEQA Transportation Analysis, prepared by Iteris, October 31, 2023

Other sources consulted are listed in Section 4.11.6, References.

### 4.11.1 Existing Conditions

This section provides a summary of the existing street network, including the major roadways serving the Project sites, the existing transit service, and bicycle and pedestrian facilities in the study area. Figure 4.11-1, Project Site Location and Study Area, provides a regional location map and the transportation study area as analyzed in the Transportation Impact Analysis (Appendix H).

#### Existing Street Network

Regional access to the Project sites are provided by U.S Highway 101, a multi-lane interstate highway serving the Pacific Coast between the City of Los Angeles and Washington state. U.S. Highway 101 is the principal route between the City of Thousand Oaks and the adjacent cities of Oxnard and Ventura to the north and Westlake Village and Agoura Hills to the south. Regional access to the site is provided by the Moorpark Road, Rancho Road, and Lynn Road interchanges. Characteristics of the existing local roads within the project study area are described below.

#### Cancer Center Site

The local street system serving the site includes Moorpark Road, Thousand Oaks Boulevard, Rancho Road, Rolling Oaks Drive, and Los Padres Drive.

**Moorpark Road**, is a four-lane roadway that extends north from the urban boundary to Tierra Rejada in the City of Moorpark. The roadway serves residential, commercial and agricultural land uses. The U.S. Highway 101/Moorpark Road interchange, Moorpark Road/Thousand Oaks Boulevard and Moorpark Road/Rolling Oaks Drive intersections are signalized.

**Thousand Oaks Boulevard**, located north of the project site is a four to five lane roadway with a two-way left turn lane median that extends east from Wilbur Road to Kanan Road in Agoura Hills. Thousand Oaks Boulevard primarily serves commercial land uses. The Moorpark Road/Thousand Oaks Boulevard intersection is controlled by a fully actuated traffic signal.

**Rancho Road**, is a four-lane divided road extending south from Hillcrest Road to Haaland Drive where it transitions to Rimrock Road. Rancho Road connects the residential areas south of U.S. Highway 101 with the north side of Thousand Oaks. North of Hillcrest Drive, Rancho Road becomes Encino Vista Drive. The U.S. Highway 101/Rancho Road interchange is signalized.

**Rolling Oaks Drive**, is a two-lane roadway extending easterly from Moorpark Road to Los Padres Drive and terminates at the project site. Rolling Oaks Drive serves primarily residential and commercial land uses. Rolling Oaks Drive will provide direct access to the Los Robles Medical Center via an existing driveway connection.

**Los Padres Drive**, a two-lane roadway extending easterly from Moorpark Road to Rolling Oaks Drive. North of Rolling Oaks Drive, it becomes Haaland Drive and continues on to intersect with Rancho Road. Los Padres Drive serves primarily residential and commercial land uses. Los Padres Drive will provide direct access to the Project via new driveway connection.

### Janss Road Site

The local street system serving the Janss Road site includes West Janss Road and North Lynn Road.

**Janss Road** is an east-west road extending between Lynnmere Drive to the west and Erbes Road on the east. Within the vicinity of the site, Janss Road has two lanes.

**Lynn Road** is a north-south four-lane divided roadway. Lynn Road extends between Wildwood Avenue to the north and beyond the city limits to the south through Newbury Park and Potrero Valley to the south. North of Wildwood Avenue, Lynn Road becomes Olsen Road. The U.S. Highway 101/Lynn Road interchange is signalized.

### Existing Public Transit Services

Public transportation in the City is provided primarily by Thousand Oaks Transit, the Ventura County Transportation Commission (VCTC), Los Angeles Department of Transportation (LADOT) Transit, and Metro. Figure 4.11-1, Existing Transit Routes, shows the various bus routes that provide service in the study area.

Locally, Thousand Oaks Transit includes five transit lines operating Monday through Saturday in various loops throughout the City (see Figure 4.11-1, Existing Transit Routes) (Thousand Oaks Transit 2023). The Thousand Oaks Transit Center is located at 265 South Rancho Road and serves as a hub for transit service in the project study area.

Regional transit service is provided by VCTC Routes 50–55 (U.S. 101/State Route 23), which connect Ventura, Oxnard, Camarillo, Newbury Park, and Thousand Oaks. Routes 70–73X (East County) also connect Simi Valley, Moorpark, and Thousand Oaks (VCTC 2023). LADOT Transit's Commuter Express Route 422 provides service between Thousand Oaks, Agoura Hills, San Fernando Valley, and Hollywood (LADOT 2023) and Metro Route 161 provides service between Thousand Oaks and Canoga Park (Metro 2023). All of the regional bus routes above provide service to and from the Thousand Oaks Transit Center.

East County Transit Alliance's CONNECT Senior and disabled ADA InterCity Dial-A-Ride (DAR) service is also offered by the Cities of Moorpark, Simi Valley, and Thousand Oaks and the County of Ventura. CONNECT facilitates DAR travel between most of eastern Ventura County and connections to other transit providers such as Gold Coast Transit's GO ACCESS for Ventura County and LA Access Service for Los Angeles County.



### Cancer Center Site

The Cancer Center site is served by Thousand Oaks Transit Route 41 (Midtown A). Route 41 provides fixed route bus service on Rolling Oaks Drive and Los Padres Drive in the vicinity of the Cancer Center site. During the peak commute hours, Route 41 operates with 60-minute headways. An existing bus stop is located approximately 300 feet from the Cancer Center site on the east side of Los Padres Drive just north of the Rolling Oaks Drive/Los Padres Drive intersection. The route operates Monday through Friday, from 6:00 a.m. to 7:00 p.m. and on Saturday from 8:00 a.m. to 7:00 p.m.

The Thousand Oaks Transit Center is located approximately ½ mile from the Cancer Center site, providing access to the regional transit services described above, including VCTC Routes 50–55 and Routes 70–73X, LADOT Transit’s Commuter Express Route 422, and Metro Route 161. The Cancer Center site also has access to the East County Transit Alliance’s CONNECT Senior and the DAR service.

### Janss Road Site

The project site is served by Thousand Oaks Transit Route 41 and Route 42. Route 41 provides fixed route bus service on Lynn Road (northbound) and Janss Road (westbound) in the vicinity of the Janss Road site. Route 42 (Midtown B) also provides fixed route bus service on Lynn Road (southbound) and Janss Road (eastbound) in the vicinity of the Project site. During the peak commute hours, Routes 41 and 42 operate with 60-minute headways. An existing bus stop is located within the Los Robles Hospital campus, approximately 700 feet northeast of the project site and serves both routes. The routes operate Monday through Friday, from 6:00 a.m. to 7:00 p.m. and on Saturday from 8:00 a.m. to 7:00 p.m.

The Thousand Oaks Transit Center is located approximately 3½ miles from the Janss Road site, providing access to all of the regional transit services described above.

## Existing Pedestrian and Bicycle Facilities

### Cancer Center Site

Currently there are pedestrian facilities (e.g., sidewalks, crosswalks) located along Rolling Hills Drive and Los Padres Drive near the Cancer Center site. The sidewalks connect the Cancer Center to the local transit service provided in the study-area on Rolling Hills Drive and Los Padres Drive. The nearest pedestrian crosswalk across Rolling Oaks Drive is provided at the signalized Moorpark Road intersection. Striped pedestrian crosswalks, Americans with Disabilities Act (ADA) ramps with detectable warning strips and pedestrian call buttons are provided on the northern and eastern legs of the signalized intersection. A crosswalk is also provided on the north leg of the Rolling Hills Drive and Los Padres Drive intersection.

The existing bicycle facilities located near the Cancer Center site consist of Class II (on-street striped bike lane) and Class III (signed bike route with or without supplemental shared lane markings) along segments of Rolling Oaks Drive, Haaland Drive, Moorpark Road and Thousand Oaks Boulevard. The bike lanes connect the Cancer Center site to residential areas west and north of the Cancer Center site and offer an alternative mode of travel to access the Cancer Center site.

## Janss Road Site

Currently there are pedestrian facilities (e.g., sidewalks, crosswalks) located along North Lynn Road and West Janss Road near the Janss Road site. The sidewalks connect the Janss Road site to the local transit service provided in the study-area within the Los Robles Hospital campus. The nearest pedestrian crosswalk is provided at the signalized intersection of North Lynn Road and West Janss Road. Striped pedestrian crosswalks, ADA ramps with detectable warning strips and pedestrian call buttons are provided on the northern, western, and eastern legs of the signalized intersection.

The existing bicycle facilities located near the Janss Road site consist of Class II (on-street striped bike lane) and Class IIB (Buffered Bike Lane) along segments of North Lynn Road and West Janss Road.

### 4.11.2 Relevant Plans, Policies, and Ordinances

#### Federal

There are no applicable federal regulations related to transportation that would apply to the proposed Project.

#### State

##### Senate Bill 743

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014. The purpose of SB 743 is to streamline the review under the California Environmental Quality Act (CEQA) process for several categories of development projects including the development of infill projects in transit priority areas (TPAs) and to balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas (GHG) emissions. SB 743 adds Chapter 2.7, Modernization of Transportation Analysis for Transit Oriented Infill Projects, to the CEQA Statute (Public Resources Code [PRC] Section 21099). Section 21099(d)(1) provides that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a TPA shall not be considered significant impacts on the environment. In addition, SB 743 mandates that alternative metric(s) for determining impacts relative to transportation shall be developed to replace the use of level of service (LOS) in CEQA documents.

In the past, environmental review of transportation impacts focused on the delay that vehicles experience at intersections and on roadway segments, which is often measured using LOS. Mitigation for impacts on vehicular delay often involves increasing capacity such as widening a roadway or the size of an intersection, which in turn encourages more vehicular travel and greater pollutant emissions. Additionally, improvements to increase vehicular capacity can often discourage alternative forms of transportation such as biking and walking. Under SB 743, it was anticipated that the focus of transportation analysis will shift from vehicle delay to vehicle miles traveled (VMT) within transit-priority areas (i.e., areas well served by transit).

CEQA allows lead agencies to “consider thresholds of significance ... recommended by other public agencies, provided the decision to adopt those thresholds is supported by substantial evidence” (CEQA Guidelines Section 15064.7[c]).

In December 2018, the CEQA Guidelines were updated to add Section 15064.3, Determining the Significance of Transportation Impacts, that describes specific considerations for evaluating a project's transportation impacts using the VMT methodology. This new methodology is required to be used for projects beginning on July 1, 2020.

CEQA Guidelines Section 15064.3(b) is divided into four subdivisions as follows:

1. Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.
2. Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.
3. Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.
4. Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project.

### Sustainable Communities Act; Senate Bill 375

The Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008) supports the state's climate action goals to reduce GHG emissions through coordinated transportation and land use planning with the goal of more sustainable communities. Under the Sustainable Communities Act, the California Air Resources Board (CARB) sets regional targets for GHG emissions reductions from passenger vehicle use. In 2010, CARB established these targets for 2020 and 2035 for each region covered by one of the state's Metropolitan Planning Organizations (MPO). The CARB will periodically review and update the targets, as needed.

Each of California's MPOs must prepare a Sustainable Communities Strategy (SCS) as an integral part of its Regional Transportation Plan (RTP). The SCS contains land use, housing, and transportation strategies that, if implemented, would allow the region to meet its GHG emission reduction targets. Once adopted by the MPO, the RTP/SCS guides the transportation policies and investments for the region. The CARB must review the adopted SCS to confirm and accept the MPO's determination that the SCS, if implemented, would meet the regional GHG targets. If the combination of measures in the SCS would not meet the regional targets, the MPO must prepare a separate alternative planning strategy to meet the targets. The alternative planning strategy is not a part of the RTP.

The Sustainable Communities Act also establishes incentives to encourage local governments and developers to implement SCS or the alternative planning strategy. Developers can get relief from certain CEQA requirements if their new residential and mixed-use projects are consistent with a region's SCS (or alternative planning strategy) that meets the targets (see PRC Sections 21155, 21155.1, 21155.2, and 21159.28).

## Regional

### SCAG Regional Transportation Plan/Sustainable Communities Strategy

Southern California Association of Governments (SCAG) is the designated MPOs for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. The City is one of the many jurisdictions that fall under SCAG.

The 2016–2040 RTP/SCS was adopted in April 2016 and presents the land use and transportation vision for the region through the year 2040, providing a long-term investment framework for addressing the region's challenges. The RTP/SCS includes goals to increase mobility and enhance sustainability for the region's residents and visitors. The RTP/SCS encompasses three overarching principles to improve the region's future: mobility, economy, and sustainability. The RTP/SCS provides a regional investment framework to address the region's transportation and related challenges, while enhancing the existing transportation system and integrating land use into transportation planning.

The RTP/SCS recommends local jurisdictions accommodate future growth within existing urbanized areas, particularly near existing transit, to reduce VMT, congestion, and GHG emissions. The RTP/SCS approach to sustainably manage growth and transportation demand would reduce the distance and barriers between new housing, jobs, and services and would reduce vehicle travel and greenhouse gas emissions. Overall, the strategies and policies in the RTP/SCS are projected to exceed the GHG emission-reduction targets set forth by the CARB under SB 375 (SCAG 2016).

In May 2020 the Regional Council adopted Connect SoCal for the limited purpose of submitting the plan to the Federal Highway Administration and Federal Transit Administration for review prior to the June 1, 2020, deadline, as required by the Clean Air Act. On September 3, 2020, the SCAG Regional Council unanimously voted to approve Resolution No. 20-624-1 to: (1) adopt the 2020–2045 RTP/SCS (Connect SoCal or Plan) Program EIR Addendum and Revised Mitigation Monitoring and Reporting Program; (2) approve Connect SoCal in its entirety; and (3) submit Connect SoCal to the CARB for confirmation that the Plan meets GHG reduction targets. The Connect SoCal Plan presents the land use and transportation vision for the region through the year 2045, providing a long-term investment framework for addressing the region's challenges. The following are the 2020 RTP/SCS goals: (1) encourage regional economic prosperity and global competitiveness; (2) improve mobility, accessibility, reliability, and travel safety for people and goods; (3) enhance the preservation, security, and resilience of the regional transportation system; (4) increase person and goods movement and travel choices within the transportation system; (5) reduce GHG emissions and improve air quality; (6) support healthy and equitable communities; (7) adapt to a changing climate and support an integrated regional development pattern and transportation network; (8) leverage new transportation technologies and data-driven solutions that result in more efficient travel; (9) encourage development of diverse housing types in areas that are supported by multiple transportation options; (10) promote conservation of natural and agricultural lands and restoration of habitats (SCAG 2020).

## Local

### City of Thousand Oaks General Plan

The Thousand Oaks General Plan provides a long-range comprehensive guide for the physical development of the City's Planning Area. The General Plan includes a Mobility Element and "the following mobility goals and policies within the General Plan are applicable to both Projects (City of Thousand Oaks 2023a):

Goal M-1. Create and maintain a transportation system that is safe for travelers of all ages and abilities regardless of mode.

Policy 2.2. Access to services. Provide safe and comfortable connections for walking and biking from residential areas to school, parks, grocery stores, employment centers, transit stops, and essential services citywide.

Goal M-4. Create a transportation system that will accommodate future growth that provides for all modes.

Goal M-5. Create and maintain a transportation system that fosters vibrant commercial centers and economic resiliency.

### City of Thousand Oaks Active Transportation Plan

The Active Transportation Plan (ATP) was developed to provide Thousand Oaks with planning guidance for non-motorized travel infrastructure improvements, programs, and policies that make multimodal transportation safer and more enjoyable. Additionally, the ATP seeks to educate and to promote active transportation to increase bicycling and walking throughout the City to reduce VMT and GHG emissions. The ATP does not include specific goals or policies but includes recommendations for physical improvements to enhance bicycling and walking in the City (City of Thousand Oaks 2019).

Figure 4.11-2, Thousand Oaks Active Transportation Plan Proposed Bicycle Facilities, presents the existing and proposed bicycle facilities in the City.

Figure 4.11-3, Thousand Oaks Active Transportation Plan Proposed Pedestrian Facilities, presents the proposed pedestrian facilities in the City. The City is well served by sidewalks, with relatively few gaps in the sidewalk network. Sidewalks are present along all roads within the vicinity of the project. There are no proposed pedestrian facilities within the immediate vicinity of the project included in the ATP.

### Cancer Center Site

As previously noted, there are Class II and Class III bike facilities along segments of Rolling Oaks Drive, Haaland Drive, Moorpark Road and Thousand Oaks Boulevard near the Cancer Center site. There are no proposed bicycle facilities within the immediate vicinity of the Cancer Center site included in the ATP.

### Janss Road Site

There are Class II and Class IIB facilities on North Lynn Road and West Janss Road near the Janss Road project site. The ATP proposes extending the existing bicycle lanes on Janss Road and adding transition bicycle lanes on Janss Road east of Lynn Road to complete the connection to Lynn Road (City of Thousand Oaks 2019).

### 4.11.3 Thresholds of Significance

The significance criteria used to evaluate the Project's impacts to transportation are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to transportation would occur if the Project would:

- A. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- B. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).
- C. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- D. Result in inadequate emergency access.

#### Methodology

Transportation information and data for this analysis was primarily obtained from the Los Robles Medical Center Traffic and Parking Study, prepared by Associated Transportation Engineers, October 24, 2022; the Trip Generation Addendum Memorandum for the Los Robles Medical Center Project, prepared by Associated Transportation Engineers, October 11, 2023; and the Los Robles Medical Office Amendment- CEQA Transportation Analysis, prepared by Iteris, October 31, 2023. In addition, the programs, plans, ordinances, and policies listed in Section 4.11.2, were analyzed for their applicability to the proposed project and available information about existing pedestrian and bicycle infrastructure, and regional and local transit provider route information was collected through online searches.

### 4.11.4 Impacts Analysis

***A) Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?***

**Less-than-Significant Impact.** The proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, as discussed further below.

#### Cancer Center Site

#### RTP/SCS Consistency Analysis

The proposed Project's consistency with the 2020–2045 RTP/SCS (Connect SoCal) is summarized under Threshold A in Section 4.8, Land Use and Planning, of this Draft EIR. The Project would continue to support regional economic development. In addition, the Cancer Center site's vicinity is served by existing public transit including Thousand Oaks Transit Line 41; VCTC Routes 50-55, 70-73X; LADOT Route 422; and Metro Route 161. Project development would increase transit accessibility of jobs and services within the project site's vicinity, which has a mix of residential, office and commercial development uses, thereby reducing travel demands for people and the resulting VMT. For these reasons, and as described under Threshold A in Section 4.8, Land Use and Planning of this Draft EIR, the proposed Project would not conflict with the applicable goals in the RTP/SCS.

## City of Thousand Oaks General Plan and ATP

The proposed Project would not conflict with the mobility policies within the City's General Plan, or the City's ATP. The proposed Project would not alter the existing roadway network nor hinder the City's ability to emphasize a diversity of transportation modes or choices. The Project would not include site improvements that would extend into the public right-of-way or interfere with existing public transit, bicycle, or pedestrian facilities, or impede the construction of new or the expansion of such existing facilities in the future. Site improvements would include short-term and long-term bicycle parking on-site in compliance with the California Green Building Standards Code and a bicycle parking plan would be prepared and approved by City staff. Pedestrian pathways will also be provided throughout the site. All pedestrian areas within the site would meet American Disability Act requirements and adhere to City design guidelines. Bicyclist and pedestrian safety would be maintained at existing levels in the area. Additionally, the Project would not conflict with or result in the change of bus routes in the study area; therefore, the Project would not severely delay, impact, or reduce the service level of transit in the area.

### LOS Policy Consistency

Although LOS is not a CEQA appropriate measure for Transportation impacts under SB 743 (PRC Section 21099), it is relevant in terms of City planning policy, and is provided here for understanding the project consistency with the policy. The following discussion is based upon the LOS portion of the Traffic and Parking Study (Appendix H). Currently, the City of Thousand Oaks maintains a minimum LOS C at all intersections unless otherwise specified per Resolution No. 2019-011. Specific intersections on Thousand Oaks Boulevard, Hillcrest Drive, and Moorpark Road are required to be maintained at LOS D or better. The Traffic and Parking Study examined the following seven intersections in the project vicinity to assess the existing LOS and anticipated LOS with the development of the project:

- U.S. Highway 101 Northbound Ramps/Moorpark Road
- U.S. Highway 101 Southbound Ramps/Moorpark Road
- U.S. Highway 101 Northbound Ramps/Rancho Road
- U.S. Highway 101 Southbound Ramps/Rancho Road
- Moorpark Road/Thousand Oaks Boulevard
- Moorpark Road/Rolling Oaks Drive
- Rancho Road/Thousand Oaks Boulevard

Based on the LOS analysis, the project would not change the existing LOS for the seven study intersections within the project vicinity. Since the intersections would continue to operate at a minimum LOS C or better, and the project is consistent with various planning documents' goals and policies, the project would not result in an inconsistency.

Therefore, based on the above, the Project would not adversely affect, in a manner that conflicts with, an applicable program, plan, ordinance, or policy addressing the performance of the circulation system, including public transit, roadway, bicycle or pedestrian facilities. Impacts would be **less than significant**.

### Janss Road Site

#### RTP/SCS Consistency Analysis

The proposed Project's consistency with the 2020–2045 RTP/SCS (Connect SoCal) is summarized under Threshold A in Section 4.8, Land Use and Planning, of this Draft EIR.

## City of Thousand Oaks General Plan and ATP

Site specific information is not available for the project, however the project is not anticipated to conflict with the circulation policies within the City's General Plan, or the City's ATP. The site is in a developed area of the city with existing roadways, bicycle, pedestrian, and transit facilities in the immediate vicinity. It is unlikely that the project would need to alter the existing roadway network or hinder the City's ability to emphasize a diversity of transportation modes or choices. Site improvements would likely not extend into the public right-of-way or interfere with existing public transit, bicycle, or pedestrian facilities, or impede the construction of new or the expansion of such existing facilities in the future. Similar to the Los Robles Medical Center, the project would be subject to the City's Design Standards and zoning code, which are intended to help implement the City General Plan goals and policies. Additionally, the Project is not anticipated to not conflict with or result in the change of bus routes in the study area; therefore, the Project would not severely delay, impact, or reduce the service level of transit in the area.

### LOS Policy Consistency

For the purposes of the LOS consistency analysis, it is assumed that the project would include development of nine single family homes as this use has the highest daily trip generation rate per unit, compared to other residential land uses. Based on the Institute of Transportation Engineers (ITE), 11<sup>th</sup> Edition, nine single family homes (ITE Code 210) would generate 85 average daily trips, 6 AM peak hour trips and 8 PM peak hour trips.

The data presented in the Los Robles Medical Center Traffic and Parking Study (Appendix H-1 of this EIR) indicate that the medical office would not have an adverse effect on the study-area intersections based on the Resolution No. 2019-011 standard of maintaining LOS C operation for roadways and intersections at most intersections and LOS D at select intersections. The study-area intersections would continue to operate at LOS C or better during the AM or the PM peak hour periods with the addition of medical office trips. It's the standard City practice for requiring a traffic impact study when a development project is expected to generate an additional 100 PM peak hour trips over the current land use. Since the proposed nine single family residential units are estimated to generate 8 PM peak hour trips, a traffic study would not be required if this development is proposed in the future. The additional 85 average daily trips, 6 AM peak hour trips and 8 PM peak hour trips would not have an adverse effect on the intersections in the immediate vicinity of the 355 West Janss Road or the 400 East Rolling Oaks Drive property. The two site locations are separated by the U.S. Highway 101 and are more than two miles apart. The location of the proposed nine single family residential units is far enough away that the trips generated by the development would not have an adverse effect on the operation of the 400 East Rolling Oaks study-area intersections. The study-area intersections would continue to operate at LOS C or better during the AM or the PM peak hour periods. Therefore, the project is anticipated to be consistent with various planning documents' goals and policies and would not result in an inconsistency. Impacts would be **less than significant**.

### ***B) Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?***

**Less-than-Significant Impact.** CEQA Guidelines Section 15064.3(b) focuses on the VMT for determining the significance of transportation impacts. The related updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018. This methodology was required to be used statewide beginning July 1, 2020.

The following VMT analysis is based on the OPR Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR 2018); the City's Administrative Policies and Procedures (City of Thousand Oaks 2020a), which establish an interim Citywide policy using VMT as the metric to measure transportation impacts from proposed development projects on a case-by-case basis; the Los Robles Medical Center Traffic and Parking Study (Appendix H-1); and the Los Robles Medical



Office Amendment- CEQA Transportation Analysis (Appendix H-3). As shown in the analysis below, the Project's impact due to conflicts or inconsistencies with Section 15064.3(b) would be **less than significant**.

## Cancer Center Site

### Vehicle Miles Traveled Screening Criteria

Consistent with OPR's Technical Advisory, the City uses screening criteria to provide CEQA relief to projects that support the state's GHG emission goals. Per the City's policy, a project will be determined to have a less-than-significant impact, and no further transportation impact analysis will be required, if it meets either of the following screening criteria:

- **Trip Generation:** Any project that generates less than 100 PM peak hour trips based on the ITE 10th Edition Trip Generation Manual or most current edition published at the time the project application is submitted. Based on the ITE Trip Generation Manual, 11TH Edition (ITE 2021), the Project would generate 235 PM peak hour trips. Therefore, the project does not meet this screening criterion.
- **Low VMT Area:** This criterion includes a map-based approach. Different sections of the City display different VMT characteristics based on land use and other factors. Areas where the General Plan favors intensification of development are generally areas of low average VMT. The Project is not located in a low VMT area and therefore cannot be screened using this criterion.

Based on the above criteria, the Project was not screened from a VMT analysis and a Project specific VMT analysis was conducted.

### Thresholds of Significance

The City's policy states that the thresholds of significance used to measure VMT will be determined on a case-by-case basis as specified in CEQA Government Code Section 15064.7(b), which states "Lead agencies may also use thresholds on a case-by-case basis as provided in Section 15064(b)(2)," which further states "Thresholds of significance, as defined in Section 15064.7(a), may assist lead agencies in determining whether a project may cause a significant impact. When using a threshold, the lead agency should briefly explain how compliance with the threshold means that the project's impacts are less than significant." For purposes of this Project, the thresholds of significance used to assess the potential Project impacts are as follows:

- A significant impact would occur if the project VMT per capita or VMT per employee exceeds the Citywide average VMT per capita or per employee.

### Vehicle Miles Traveled Impact Analysis

The VMT analysis conducted for the Project was based on the Ventura County Transportation Model (VCTM), following the City's Administrative Policy on CEQA transportation analysis. This land-use based computer model is a subarea model of the SCAG travel demand model and is consistent with the 2016 SCAG RTP/SCS travel-demand model assumptions and inputs. The model consists of a 2016 base year scenario and 2040 future year scenario. For the purposes of this analysis, the 2016 base year scenario is used. The land use and travel patterns of the VCTM are generally considered the regionwide standard for existing and baseline conditions analysis.

The VCTM consists of a detailed traffic analysis zone (TAZ) structure in the City. The model consists of 110 TAZs within the City. Figure 4.11-4, Project Location and Transportation Analysis Zones, shows the location of the proposed Project’s TAZ (60176201 for the Cancer Center site) in relation to the regional area.

To determine the project’s potential level of impact, a new VCTM scenario including the proposed project land use (for both the medical office and the residential land use) within TAZ 60176201 (Cancer Center site) and TAZ 60181301 (Janns Road Site) was prepared, utilizing the existing year (2016) of the model. As the project is located in two separate zones, the calculation of VMT per capita is calculated as the combined sum of metrics from both zones. From this new model scenario output, the following metrics were used for significant impact determination:

- Project TAZ daily employment VMT per employee;
- Citywide daily employment VMT per employee.
- Project TAZ daily residential VMT per capita;
- Citywide daily residential VMT per capita;

Because the Cancer Center site consists of employment only, for the purposes of this CEQA assessment, the work-based VMT per employee is reported for the Cancer Center site, as shown in Table 4.11-1. The “region” for CEQA analysis purposes is assumed to be the City and the City’s baseline VMT per employee is also shown in Table 4.11-1.

**Table 4.11-1. (Work-Based) VMT per Employee**

VMT Metric	Citywide Average	Project Average (60176201 and 60181301)	Significant Impact?
Work-Based VMT per Employee	22.63	20.65	No

Source: Appendix H.

Note: VMT = vehicle miles traveled.

As shown in Table 4.11-1, the existing Citywide work-based VMT per employee is 22.63 VMT per employee. The VCTC Transportation Model data shows that the employees within the combined Project TAZs generate 20.65 VMT per employee, which is 9 percent below the Citywide baseline VMT per employee impact threshold. As such, based on the City’s threshold of significance, the Project is not projected to have a significant impact as the Project’s VMT per capita does not exceed the Citywide average VMT per employee. Thus, the proposed Project would result in **less-than-significant** transportation impacts.

Per OPR guidelines, “...A project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa...” Per the VMT analysis, the Project’s VMT of 20.65 VMT per employee does not exceed the Citywide average VMT per employee. As such, the Project would not exceed the City’s threshold for VMT and the Project’s contribution to cumulative VMT would not be cumulatively considerable. Thus, the proposed Project would result in **less-than-significant cumulative** transportation impacts.

### Janns Road Site

Figure 4.11-4, Project Location and Transportation Analysis Zones, shows the location of the proposed Project’s TAZ (60181301 for the Janns Road Site) in relation to the regional area.

As noted under Threshold A, for the purpose of this analysis, the Janss Road project component is estimated to generate 85 average daily trips, 6 AM peak hour trips and 8 PM peak hour trips. Based on the City’s VMT policy, the project component would be screened out from conducting a VMT analysis because it would generate less than 100 peak hour trips. Therefore, no further VMT analysis is required. However, as described above, to determine the project’s potential VMT level of impact, a new VCTM scenario including the proposed project land use (for both the medical office and the residential land use) was conducted. Therefore, although the Janss Road site is screened from conducting a VMT analysis, additional VMT data was provided for the Janss Road site as part of the modeling scenario for the combined land uses. The results are summarized below.

Because the Janss Road site consists of residential only, for the purposes of this CEQA assessment, the VMT per resident is reported for the Janss Road site, as shown in Table 4.11-2. The “region” for CEQA analysis purposes is assumed to be the City and the City’s baseline VMT per resident is also shown in Table 4.11-2 .

**Table 4.11-2. Residential VMT per Capita**

VMT Metric	Citywide Average	Project Average (60176201 and 60181301)	Significant Impact?
Residential VMT per Capita	15.31	12.69	No

Source: Appendix H.

Note: VMT = vehicle miles traveled.

As shown in Table 4.11-2, the existing Citywide residential VMT per capita is 15.31 VMT per resident. The VCTC Transportation Model data shows that combined Project TAZs residential VMT per capita is 12.69 VMT per resident, which is 17 percent below the Citywide baseline VMT per resident impact threshold. As such, based on the City’s threshold of significance, the Project is not projected to have a significant impact as the Project’s VMT per capita does not exceed the Citywide average VMT per resident. Thus, the proposed Project would result in **less-than-significant** transportation impacts.

Per OPR guidelines, “...A project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa...” Per the VMT analysis, the Project’s VMT of 12.69 VMT per employee does not exceed the Citywide average VMT per employee. As such, the Project would not exceed the City’s threshold for VMT and the Project’s contribution to cumulative VMT would not be cumulatively considerable. Thus, the proposed Project would result in **less-than-significant cumulative** transportation impacts.

**C) Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**Cancer Center Site**

**Less-than-Significant Impact.** The Project would be subject to the City’s standard design guidelines to regulate the design of the Project through the General Plan and Zoning Ordinance to ensure compatible use. As shown on Figure 4.11-1, Project Location and Study Area, access to the project site is proposed via driveway connections to Rolling Oaks Drive and Los Padres Drive. The Project will use an existing full access driveway on Rolling Hills Drive and a new driveway on Los Padres Drive will be designed to City of Thousand Oaks design standards to allow full access. The Project would not substantially increase hazards due to a geometric design feature or incompatible uses.

The segment of Rolling Oaks Drive adjacent to the site has vertical and horizontal curves, however adequate sight distance is provided at the existing driveway. The segment of Los Padres Drive adjacent to the site has vertical and horizontal curves. Per the City's Conditions of Approval, adequate vehicular and pedestrian sight visibility shall be provided at all intersections of public streets and private driveways in accordance with the criteria specified within the City's Roadway Design Standards Plate 3-10 (City of Thousand Oaks 2023b). The improvement plans shall demonstrate compliance with the design standards (and a means to execute on-going maintenance to guarantee preservation of sight visibility). Stopping sight distance shall be the principal criteria in determining the appropriate location of on or off-site improvements. The City reviews all site plans to ensure that adequate line of sight is provided at all driveways, making sure that no structures or landscaping blocks the views of vehicles entering and exiting a site.

Additionally, there would be no changes to the off-site circulation on City roads. The developer would be responsible for on-site circulation improvements (driveways and internal drive aisles) and frontage improvements (landscape areas, etc.) along Rolling Oaks Drive and Los Padres Drive. These on-site and adjacent improvements would be designed in accordance with all applicable design standards set forth by the City, which were established to ensure safe and efficient vehicular circulation. As such, no sharp curves, dangerous intersections, or incompatible uses would be introduced by the Project. Therefore, impacts associated with hazardous design features or incompatible land uses would be **less than significant**.

#### Janss Road Site

**Less-than-Significant Impact.** Similar to the Los Robles Medical Center, the Janss Road project would be subject to the City's standard design guidelines to regulate the design of the Project through the General Plan and Zoning Ordinance to ensure compatible use. All on-site and adjacent off-site improvements must be designed in accordance with all applicable design standards set forth by the City, which were established to ensure safe and efficient vehicular circulation. As such, no sharp curves, dangerous intersections, or incompatible uses would be introduced by the Project. Therefore, impacts associated with hazardous design features or incompatible land uses would be **less than significant**.

#### ***D) Would the Project result in inadequate emergency access?***

#### Cancer Center Site

**Less-than-Significant Impact.** As discussed under Threshold C in Section 4.13, Wildfire, the site would be accessible through an existing driveway on Rolling Hills Drive and a new driveway on Los Padres Drive. All Project access points would be designed according to the City's applicable design standards to ensure adequate access to the project site, including access for emergency vehicles and adequate turning radii is provided. The internal drive aisles and loading and parking areas would be designed to comply with City's width, clearance, and turning radius requirements of the Fire Department, which were established to ensure safe and efficient vehicular circulation. Because the Project would comply with all applicable local requirements related to emergency vehicle access and circulation, the Project would not result in inadequate emergency access. Therefore, operational impacts associated with inadequate emergency access would be less than significant.

#### Janss Road Site

**Less-than-Significant Impact.** Similar to the Los Robles Medical Center, the Janss Road project must be designed according to the City's applicable design standards to ensure adequate access to the project site, including access

for emergency vehicles and adequate turning radii is provided. The internal drive aisles and loading and parking areas would be designed to comply with City's width, clearance, and turning radius requirements of the Fire Department, which were established to ensure safe and efficient vehicular circulation. Because the Project would comply with all applicable local requirements related to emergency vehicle access and circulation, the Project would not result in inadequate emergency access. Therefore, operational impacts associated with inadequate emergency access would be less than significant.

### 4.11.5 Mitigation Measures and Level of Significance After Mitigation

**A) Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?**

The Project would have a less-than-significant impact related to conflicts with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

**B) Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?**

The Project would have a less-than-significant impact related to conflicts or inconsistencies with CEQA Guidelines Section 15064.3, subdivision (b).

**C) Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

The Project would have a less-than-significant impact related to site access hazards.

**D) Would the Project result in inadequate emergency access?**

The Project would have a less-than-significant impact related to emergency access.

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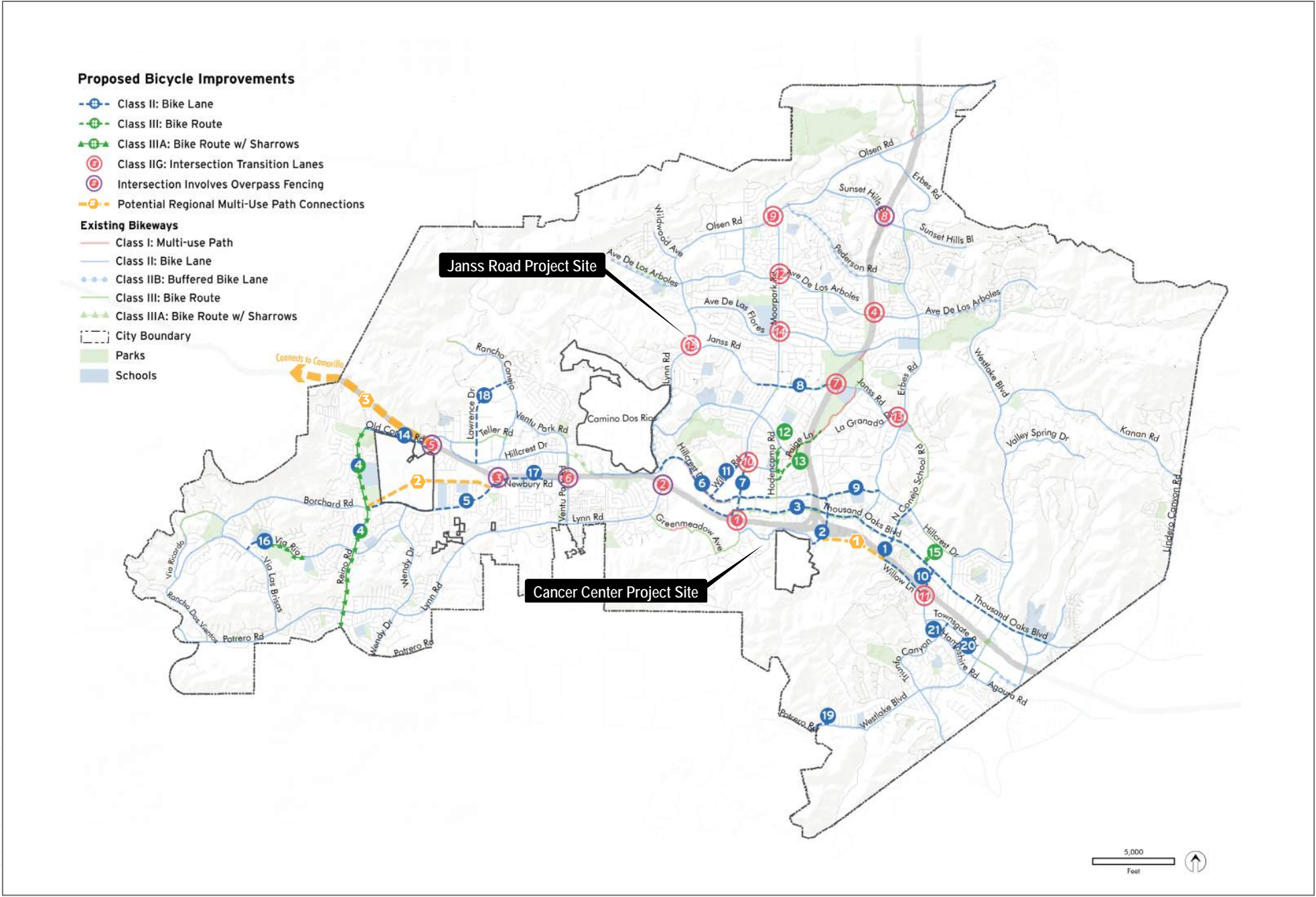


SOURCE: World Topographic Map 2023

**FIGURE 4.11-1**  
Existing Transit Routes

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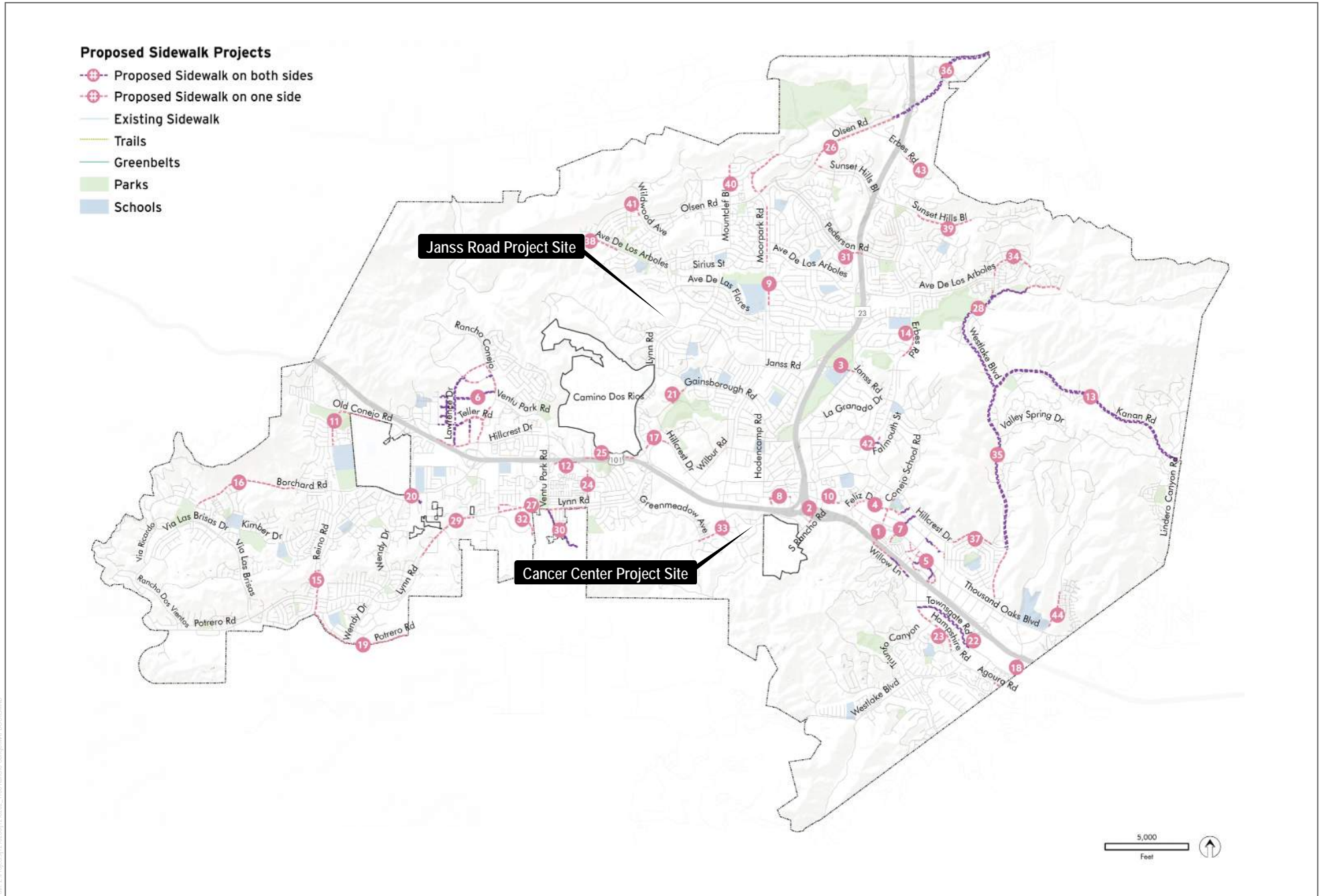
SOURCE: City of Thousand Oaks Public Works Department

FIGURE 4.11-2

Thousand Oaks Active Transportation Plan Proposed Bicycle Facilities

EIR for Los Robles Comprehensive Cancer Center - 355 W Janss Road Land Use Change Project

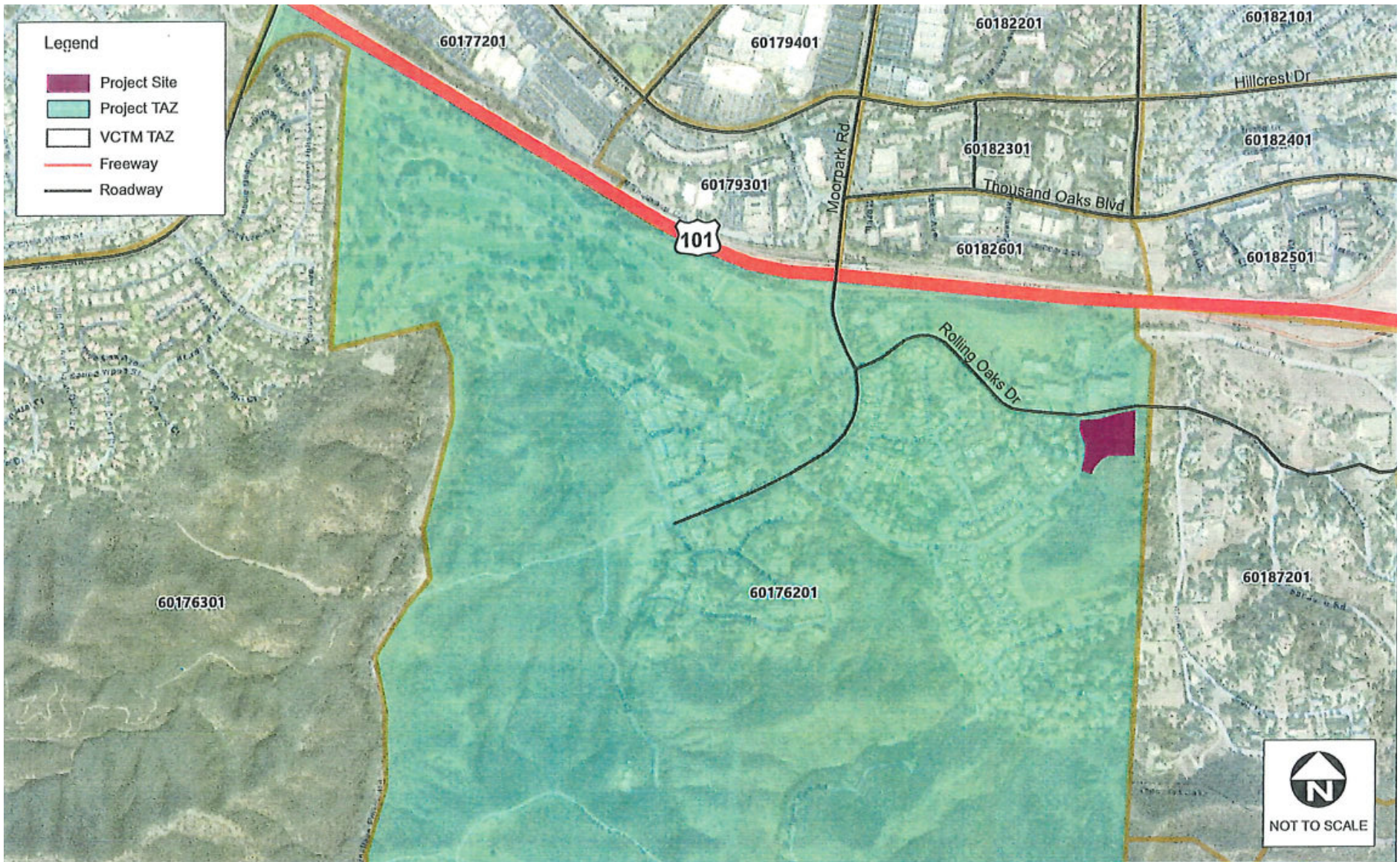
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SOURCE: City of Thousand Oaks Public Works Department

**FIGURE 4.11-3**

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SOURCE: ITERIS

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## 4.12 Utilities and Service Systems

This section describes the existing utility conditions of the Los Robles Comprehensive Cancer Center (Cancer Center site) and the 355 West Janss Road General Plan Amendment and Zone Change (Janss Road site) Project (collectively the “Project”) and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to the implementation of the Project.

In addition to the documents incorporated by reference (see Section 2.7 of Chapter 2 of this Environmental Impact Report [EIR]), the following analysis is based, in part, on the *SQUIMP Report for Los Robles Cancer Center* prepared by Kimley-Horn and Associates, Inc. in May 2022 (Appendix I).

Other sources consulted are listed in Section 4.12.6, References Cited.

### 4.12.1 Existing Conditions

#### Water Supply

Four water purveyors serve the City of Thousand Oaks (City): the City of Thousand Oaks Municipal Service Center, California American Water Company, California Water Service, and Camrosa Water District. Both Project sites are in the service area of the California American Water Company. California American Water is a privately owned public utility providing water services to over 675,000 people in over 50 communities throughout California. California American Water is a wholly owned subsidiary of the American Water Works Company, one of the largest investor-owned water and wastewater utility companies in the United States. The California American Water Company has various divisions throughout the state, and the Project is located within the Ventura County District of the Southern Division. The California American Water Ventura County District’s service area exceeds 3,000 customers and delivers over 3,000-acre feet per year (AFY) of water.

The California American Water Ventura County District (California American Water) purchases its entire supply of water from wholesale agencies. Calleguas Municipal Water District (CMWD) is a wholesale water agency that delivers water to the California American Water Ventura County District. CMWD’s primary source of water is State Water Project water purchased from the Metropolitan Water District of Southern California (MWD). Typically, CMWD delivers water from MWD directly to its retail customers. However, CMWD has the ability to store excess water from MWD in Lake Bard or at its Las Posas Aquifer Storage and Recovery well field for future delivery. In addition, CMWD has incorporated groundwater storage strategies and water transfer agreements into its water resources portfolio. The CMWD 2020 Urban Water Management Plan (UWMP) describes that CMWD’s water supplies are sufficient to meet projected demands under a normal, single dry year, and five consecutive year drought (CMWD 2021).

Pursuant to the Urban Water Management Planning Act, the California American Water Ventura County District prepares an UWMP on a five-year basis to evaluate current and projected water supplies and demands amongst other water planning issues. The California American Water’s most recent UWMP, prepared in 2020, includes plans for provision of water (including drought scenarios) for its service area. The plan uses regional population, land use plans, and projections of future growth as the basis of planning for future water supply and demonstrating compliance with state water conservation goals and policies. California American Water comprehensively updates its UWMP on a 5-year basis to refine population projections and include all new land use patterns and development.

According to the California American Water’s 2020 UWMP, the Ventura County District has the supply needed to meet current and projected water demands through 2045 during normal-, historic single-dry-, and historic multiple-dry-year periods, as shown in Table 4.12-1, which presents the supplies and demands, as estimated for the 2020 report, for the various drought scenarios for the projected planning period of 2025-2045 in five-year increments. Demands are shown with the effects of assumed urban demand reduction (conservation) measures that would be implemented during drought conditions.

**Table 4.12-1. Supply and Demand Comparison (Acre-Feet per Year)**

Supply and Demand		2025	2030	2035	2040	2045
<b>Normal Year</b>						
Supply totals		18,559	18,559	18,559	18,559	18,559
Demand totals		16,662	16,770	16,878	16,978	17,077
Difference		<b>1,897</b>	<b>1,789</b>	<b>1,681</b>	<b>1,581</b>	<b>1,482</b>
<b>Single-Dry Year</b>						
Supply totals		18,856	18,707	18,827	18,938	19,049
Demand totals		18,856	18,707	18,827	18,938	19,049
Difference		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Multiple Dry Years Supply and Demand Comparison</b>						
First Year	Supply totals	18,856	18,707	18,827	18,938	19,049
	Demand totals	18,856	18,707	18,827	18,938	19,049
	Difference	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Second Year	Supply totals	18,559	18,559	18,559	18,559	N/A
	Demand totals	17,863	17,979	18,093	18,200	N/A
	Difference	<b>696</b>	<b>580</b>	<b>466</b>	<b>360</b>	<b>N/A</b>
Third Year	Supply totals	18,559	18,559	18,559	18,559	N/A
	Demand totals	14,714	14,810	14,902	14,990	N/A
	Difference	<b>3,845</b>	<b>3,750</b>	<b>3,657</b>	<b>3,570</b>	<b>N/A</b>
Fourth Year	Supply totals	18,559	18,559	18,559	18,559	N/A
	Demand totals	14,078	14,169	14,255	14,339	N/A
	Difference	<b>4,482</b>	<b>4,391</b>	<b>4,304</b>	<b>4,220</b>	<b>N/A</b>
Fifth Year	Supply totals	18,559	18,559	18,559	18,559	N/A
	Demand totals	15,352	15,451	15,544	15,635	N/A
	Difference	<b>3,208</b>	<b>3,109</b>	<b>3,016</b>	<b>2,924</b>	<b>N/A</b>

**Source:** California American Water 2021 (Tables 7-2, 7-3 and 7-4)

**Notes:** N/A = Not Applicable in the Urban Water Management Plan

### Wastewater

The City of Thousand Oaks would provide sanitary sewer service. Both site’s wastewater would be conveyed to Hill Canyon Treatment Plan (HCTP). The HCTP has a permitted annual Average Dry Weather Flow capacity of 14 million gallons per day (gpd). The HCTP currently treats an annual wastewater flow of approximately 8 million gpd generated from domestic, commercial, and industrial customers (City of Thousand Oaks 2023a). Based on these numbers, there is approximately 6 million gpd excess capacity at the HCTP under existing conditions. Future influent projections show the HCTP treating an annual flow of 9.1 million gpd by 2025 and 9.2 million gpd by 2030,



9.3 million gpd by 2035, and 9.4 million gpd by 2040 (City of Thousand Oaks 2020). As such, the HCTP currently has an excess annual treatment capacity of 6 million gpd.

### **Solid Waste**

The collection, transport, and disposal of solid waste and recyclables from commercial use and residential use in the City are provided through an exclusive franchise agreement with Athens Services. After waste is collected, waste and recycling are transported to various landfill facilities for disposal. The primary landfill utilized by Athens Services for residential and commercial solid waste is the Simi Valley Landfill. Residential and commercial recyclables are taken to the Sun Valley Materials Recovery Facility, and residential and commercial organics waste (food and green waste) are taken to Crown Recycling Services. Secondary facilities are identified as the Calabasas Landfill, and Del Norte Regional Transfer Station and Recycling Center, to be utilized if the primary landfills are over capacity (City of Thousand Oaks and Arakelian Enterprises, Inc. 2022). Details on the Simi Valley Landfill are provided below (CalRecycle 2023a):

The Simi Valley Landfill is located at 2801 N Madera Road in Simi Valley, approximately 9 miles to the northeast of the Cancer Center site and 7.5 miles northeast of the Janss Road site. This landfill is owned and operated by the Waste Management, Inc. The Simi Valley Landfill has a maximum permitted weekly throughput of 64,750 tons, has a maximum capacity of 119,600,000 cubic yards, and has a remaining capacity of 82,954,873 cubic yards. As of 2023, this landfill was expected to remain open until 2063.

In addition to the exclusive franchise, the City holds limited franchise agreements with four haulers for temporary waste, such as construction and demolition. Construction waste is typically disposed of at inert landfills, which are facilities that accept materials such as soil, concrete, asphalt, and other construction debris. The four limited franchise haulers for the City haul construction and demolition waste to various landfill facilities.

### **Electricity**

Electrical power for the City is provided by Southern California Edison (SCE). SCE, a subsidiary of Edison International, serves approximately 180 cities in 11 counties across central and Southern California. Although SCE delivers electricity through its infrastructure, the City has been a participant in the regional Clean Power Alliance (CPA) since 2019. The CPA allows residents and businesses to choose to receive energy generated from renewable sources from CPA, delivered by SCE infrastructure. The default for new connections in the City is participation in the CPA. Power provided in the City is primarily procured from the CPA, which contracts with private firms to procure energy from producers that meet certain qualifications. Member cities and counties can choose a default rate option for the community, called Lean Power, Clean Power, and 100 Percent Green Power, which reflects the amount of renewable energy being delivered, but each end user is able to change the selection or opt out of the program. The default rate for Thousand Oaks customers is 100 Percent Green Power, which is electricity derived from solar and wind energy generators. The Lean Power and Clean Power options use a combination of other sources, but do not include energy derived from coal or natural gas.

Statewide electricity consumption is estimated to have been more than 279,000 gigawatt hours (GWh) in 2020. Demand is expected to grow at an average rate of about 1.6 percent annually through 2035. This increase in demand reflects population growth as well as increased electrification of transportation and transition to electricity away from natural gas. Total consumption at this rate is expected to reach approximately 340,000 GWh by 2035 (CEC 2021).

## Natural Gas

Natural gas service for the City is provided by the Southern California Gas Company (SoCalGas). The territory serviced by SoCalGas encompasses approximately 20,000 square miles and more than 500 communities. In the California Energy Demand mid-energy demand scenario, natural gas demand is projected to have an annual growth rate of 0.03% in SoCalGas's service territory. In 2019, approximately 2,409 million cubic feet per day were used in SoCalGas's service area, or 879,285 million cubic feet (California Gas and Electric Utilities 2021). By 2025, the projected demand is expected to be 2,342 million cubic feet per day (California Gas and Electric Utilities 2021). In 2021, the total capacity available is estimated to be 3,425 million cubic feet per day<sup>1</sup> (California Gas and Electric Utilities 2021). Projections out to 2035 continue to show available capacity that is well above the existing and future anticipated natural gas demand in the area serviced by SoCalGas (California Gas and Electric Utilities 2021).

## Telecommunications

There are a number of telecommunications service providers in the City including Frontier Communications, T-Mobile, Spectrum, and EarthLink. These are private companies that provide connections to their communication systems on an as-needed basis and maintain existing infrastructure in the vicinity of both sites. It is unknown at this time which provider would provide telecommunications services at either of the sites. However, because existing infrastructure is located within the vicinity of both sites, it is anticipated that telecommunication lines would be extended onto both sites from their existing locations.

## Cancer Center Site

**Water.** Existing water lines include 10" water lines within Rolling Oaks Drive and Los Padres Drive. The site is vacant, and much of the development on site has been demolished. Currently, there is no existing water demand on site.

**Wastewater.** Existing sanitary sewer lines include an 8" sewer line within Rolling Oaks Drive. The site is vacant, and much of the development on site has been demolished. Currently, no wastewater is being generated on site.

**Stormwater Drainage.** The site consists of 4.92-acres of vacant, previously developed land with surface elevations ranging between 898 feet amsl along the southern portion of the site to a low point of approximately 780 feet amsl along the northern portion of the property.

Offsite drainage occurs on the southern portion of the site. Runoff from the hill located south of the site flows in a northerly direction and flows through the site as sheet flow. A portion of the drainage is collected by swales and concrete ditches that discharge into an existing storm drain headwall on the western perimeter of the site (Appendix I).

**Solid Waste.** The site is vacant, and much of the development on site has been demolished. Currently, no solid waste is being generated on site.

**Electricity.** As the site was previously developed, there is existing electric infrastructure on site. An existing utility pole is located along the eastern boundary of the site. The site is vacant, and prior uses have been demolished. As such, no electricity is currently used.

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<sup>1</sup> One cubic foot of natural gas has approximately 1,020 BTUs of natural gas or 1.02 kBtus of natural gas.

**Natural Gas.** There is an existing SoCalGas gas line that crosses Rolling Oaks Drive and reaches the northern boundary of the site. The site is vacant, and prior uses have been demolished. As such, no natural gas is currently used.

**Telecommunications.** The site is vacant, and prior uses have been demolished. As such, no telecommunications services are currently used.

### Janss Road Site

**Water.** Existing water lines in the site vicinity include a 12" water line within North Lynn Road and a 10" water line within West Janss Road adjacent to the site. The site is a surface parking lot and current water use on the site is for landscape irrigation. The site is served from an 8" private service line connected to the 10" water line in West Janss Road.

**Wastewater.** Existing sanitary sewer lines include 8" sewer lines within North Lynn Road and West Janss Road adjacent to the site. The site is a surface parking lot; no wastewater is being generated on site.

**Stormwater Drainage.** The site consists of a 2.15-acre paved parking lot. The site drains via sheet flow toward the northwest corner and is collected via two grated inlets ultimately discharging into North Lynn Road. The site is located within Sub-area 807D of the City's Storm Drain System Master Plan (City of Thousand Oaks 2006).

**Solid Waste.** The site is a surface parking lot; no solid waste is being generated on site.

**Electricity.** The site is a surface parking lot with existing electric infrastructure on site to supply power for pole-mounted lighting within the site.

**Natural Gas.** There is an existing 6" SoCalGas gas line located within North Lynn Road and West Janss Road adjacent to the site. The site is a parking lot and no natural gas is currently used onsite.

**Telecommunications.** The site is a surface parking lot. As such, no telecommunications infrastructure and services are provided onsite.

## 4.12.2 Relevant Plans, Policies, and Ordinances

### Federal

#### National Pollutant Discharge Elimination System Permit Program

The National Pollution Discharge Elimination System (NPDES) permit program was established in the Clean Water Act (CWA) to regulate municipal and industrial discharges to surface waters of the United States. Discharge from any point source is unlawful unless the discharge is in compliance with an NPDES permit. Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable concentrations and/or mass emissions of pollutants contained in the discharge; prohibitions on discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities.

## Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (Code of Federal Regulations, Title 40, Section 268, Subpart D), contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs that include federal landfill criteria. The federal regulations address the location, operation, design, and closure of landfills, as well as groundwater monitoring requirements.

### State

#### California Code of Regulations, Titles 14 and 27

Title 14 (Natural Resources, Division 7) and Title 27 (Environmental Protection, Division 2 [Solid Waste]) of the California Code of Regulations govern the handling and disposal of solid waste and operation of landfills, transfer stations, and recycling facilities.

#### Assembly Bills 939 and 341: Solid Waste Reduction

The California Integrated Waste Management (CIWM) Act of 1989 (AB 939) was enacted as a result of a national crisis in landfill capacity, as well as a broad acceptance of a desired approach to solid waste management of reducing, reusing, and recycling. AB 939 mandated local jurisdictions to meet waste diversion goals of 25% by 1995 and 50% by 2000 and established an integrated framework for program implementation, solid waste planning, and solid waste facility and landfill compliance. AB 939 requires cities and counties to prepare, adopt, and submit to the California Department of Resources Recycling and Recovery (CalRecycle) a source reduction and recycling element to demonstrate how the jurisdiction will meet the diversion goals. Other elements included encouraging resource conservation and considering the effects of waste management operations. The diversion goals and program requirements are implemented through a disposal-based reporting system by local jurisdictions under CIWM Board (CIWMB) regulatory oversight. Since the adoption of AB 939, landfill capacity is no longer considered a statewide crisis. AB 939 has achieved substantial progress in waste diversion, program implementation, solid waste planning, and protection of public health, safety, and the environment from landfills operations and solid waste facilities.

In 2011, AB 341 was passed, making a legislative declaration that it is the policy goal of the state that not less than 75% of solid waste generated be source reduced, recycled, or composted by the year 2020. AB-341 requires that local agencies adopt strategies that will enable 75% diversion of all solid waste by 2020. This bill requires all commercial businesses and public entities that generate 4 cubic yards or more of waste per week to have a recycling program in place. In addition, multifamily apartments with five or more units are also required to form a recycling program.

#### Senate Bill 1374: Construction and Demolition Waste Reduction

Senate Bill (SB) 1374 requires that annual reports submitted by local jurisdictions to CIWMB include a summary of the progress made in the diversion of construction and demolition waste materials. In addition, SB 1374 requires the CIWMB to adopt a model ordinance suitable for adoption by any local agency that required 50% to 75% diversion of construction and demolition waste materials from landfills. Local jurisdictions are not required to adopt their own construction and demolition ordinances, nor are they required to adopt CIWMB's model by default.

### Assembly Bill 1327: California Solid Waste Reuse and Recycling Access Act of 1991

AB 1327, which was established in 1991, required CalRecycle to develop a model ordinance for the use of recyclable materials in development projects. Local agencies were then required to adopt the model ordinance, or an ordinance of their own, governing adequate areas for collection and loading of recyclable materials in development projects.

### Assembly Bill 1826: Mandatory Commercial Organics Recycling

In October 2014, Governor Brown signed AB 1826 Chesbro (Chapter 727, Statutes of 2014), requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste generated per week. (Organic waste is defined as food waste, green waste, landscape, and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.) This law also requires local jurisdictions across the state to implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units. This law phases in the mandatory recycling of commercial organics over time. In particular, the minimum threshold of organic waste generation by businesses decreases over time, which means an increasingly greater proportion of the commercial sector will be required to recycle organic waste.

### Senate Bill X7-7

SB X7-7, which became effective on February 3, 2010, is the water conservation component to the Delta legislative package (SB 1, Delta Governance/Delta Plan). The bill implements water use reduction goals established in 2008 to achieve a 20% statewide reduction in urban per capita water use by December 31, 2020. The bill requires each urban retail water supplier to develop urban water use targets to help meet the 20% goal by 2020 and an interim 10% goal by 2015. The bill establishes methods for urban retail water suppliers to determine targets to help achieve water reduction targets. The retail water supplier must select one of the four compliance options. The retail agency may choose to comply with SB X7-7 as an individual or as a region in collaboration with other water suppliers. Under the regional compliance option, the retail water supplier must report the water use target for its individual service area.

### Sustainable Groundwater Management Act

On September 16, 2014, Governor Jerry Brown signed into law a three-bill legislative package—AB 1739 (Dickinson), SB 1168 (Pavley), and SB 1319 (Pavley)—collectively known as Sustainable Groundwater Management Act (SGMA). This act requires governments and water agencies of high- and medium-priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, sustainability should be achieved by 2040. For the remaining high- and medium-priority basins, 2042 is the deadline. Through SGMA, the California Department of Water Resources provides ongoing support to local agencies through guidance, financial assistance, and technical assistance. SGMA empowers local agencies to form Groundwater Sustainability Agencies (GSAs) to manage basins sustainably and requires those GSAs to adopt Groundwater Sustainability Plans (GSPs) for crucial groundwater basins in California. The groundwater basin underlying the Project area is not required to prepare a GSP.

## Urban Water Management Plans

Pursuant to the California Urban Water Management Act (California Water Code Sections 10610-10656), urban water purveyors are required to prepare and update a UWMP every 5 years. UWMPs are prepared by California's urban water suppliers to support long-term resource planning and ensure adequate water supplies. Every urban water supplier that either delivers more than 3,000 AFY of water annually or serves more than 3,000 connections are required to assess the reliability of its water sources over a 20-year period under normal-year, dry-year, and multiple-dry-year scenarios in a UWMP. UWMPs must be updated and submitted to the CDWR every five years for review and approval. The sites are within the area addressed by the California American Water Ventura County District UWMP.

## Executive Order B-29-15

In response to the ongoing drought in California, Executive Order (EO) B-29-15 (April 2015) set a goal of achieving a statewide reduction in potable urban water usage of 25% relative to water use in 2013. The term of the EO extended through February 28, 2016, although many of the directives became permanent water-efficiency standards and requirements. The EO includes specific directives that set strict limits on water usage in the state. In response to EO B-29-15, the CDWR modified and adopted a revised version of the Model Water Efficient Landscape Ordinance that, among other changes, significantly increases the requirements for landscape water use efficiency and broadens its applicability to include new development projects with smaller landscape areas. B-37-16 "Making Water Conservation a California Way of Life" is an executive order that builds on temporary statewide emergency water restrictions set forth by Governor Brown and the State Water Resources Control Board in 2015, to establish longer-term water conservation measures for California. The executive order contained four directives and 13 actions within those directives that really focused on using water more wisely, eliminating water waste, strengthening local drought resilience, and improving agricultural efficiency and planning.

## Sanitary Sewer General Waste Discharge Requirements

On May 2, 2006, the State Water Resources Control Board (SWRCB) adopted a General Waste Discharge Requirement (Order No. 2006-0003) for all publicly owned sanitary sewer collection systems in California with more than 1.0 mile of sewer pipe. The order provides a consistent statewide approach to reducing sanitary sewer overflows by requiring public sewer system operators to take all feasible steps to control the volume of waste discharged into the system in order to prevent sanitary sewer waste from entering the storm sewer system, and to develop a Sewer System Management Plan. The General Waste Discharge Requirement also requires that storm sewer overflows be reported to the SWRCB using an online reporting system.

## California Code of Regulations Title 24, Part 11

In 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code, Part 11 of Title 24 (CALGreen) establishes minimum mandatory standards as well as voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency, water conservation, material conservation, and interior air quality. The CALGreen standards took effect in January 2011 and instituted mandatory minimum environmental performance standards for all new construction of residential and non-residential buildings. CALGreen standards are updated periodically.

Mandatory CALGreen standards pertaining to water, wastewater, and solid waste include the following (24 CCR Part 11):

- Mandatory reduction in indoor water use through compliance with specified flow rates for plumbing fixtures and fittings.
- Mandatory reduction in outdoor water use through compliance with a local water-efficient landscaping ordinance or the California Department of Water Resources' Model Water Efficient Landscape Ordinance.
- Diversion of 65% of construction and demolition waste from landfills.

### Regional Water Quality Control Board National Pollution Discharge Elimination System

The NPDES permit program (Section 402 of the Clean Water Act) controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances such as pipes or man-made ditches. Examples of pollutants include, but are not limited to, rock, sand, dirt, and agricultural, industrial, and municipal waste discharged into waters of the United States. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

### Local

#### City of Thousand Oaks General Plan

The Thousand Oaks General Plan contains the Community Facilities and Services Element describes the condition, accessibility, and level of service of the City's facilities and public services. It also includes goals and policies to support existing and future community needs, improve public service delivery, and ensure the City's infrastructure keeps pace with project long-term growth (City of Thousand Oaks 2023). The following goals and policies are applicable to the Project:

CFS-1. Develop citywide infrastructure that supports existing and future development.

CFS-2. Support access to high quality telecommunication services.

Policy 2.1. Telecommunication infrastructure. Telecommunication infrastructure should not detract from community aesthetics.

Policy 2.3. Undergrounding of utilities. Place new and existing utilities underground to promote attractive development and reduce wildfire risk.

CFS-3. Ensure a sustainable water supply that supports existing and future community needs.

CFS-4. Encourage building and landscape design that conserves or recycles water.

Policy 4.4. Landscaping water efficiency. Meet or exceed Model Water Efficient Landscape Ordinance (MWELO) water efficiency standards.

Policy 4.5. Building water efficiency. Minimize future water use by requiring all new development to meet Green Building Standards identified by the US Environmental Protection Agency and other regulatory entities.

Policy 5.3. Developer exactions. Require developers to identify and implement wastewater upgrades needed to serve new development.

Goal CFS-6. Provide solid waste services that meet the needs and demands of residents and businesses.

Goal CFS-7. Provide stormwater drainage facilities with capacity during storm events.

Policy 7.3. Developer impact fees. Require new development to fund fair-share costs associated with the provision of stormwater drainage systems.

Policy 8.3. Stormwater runoff compliance. Ensure that all new development complies with National Pollutant Discharge Elimination System requirements for stormwater and runoff.

### City of Thousand Oaks Municipal Code

The City of Thousand Oaks Municipal Code (TOMC) Title 10, Chapter 1 states that the Public Works Department shall administer the wastewater properties, facilities, and services of the City. Thousand Oaks Municipal Code Title 10, Chapter 2 states the Public Works Department (PWD) administers the water properties, facilities, and services of the City.

TOMC Title 7, Chapter 4 is the separation of water and sewage facilities. To avoid crossover and contamination which could potentially adversely affect public health, location and construction of water supply facilities and sewerage facilities in close proximity to one another shall be regulated. Section 7-4.03 states that horizontal separation between water line and a sewer line laid approximately parallel to one another shall not be less than ten feet. When the water and sewage line cross, the water line is required to be elevated higher by at least 3 feet.

The TOMC Title 6, Chapter 2, addresses the control, regulation and proper disposal of solid waste, organic waste, and recyclable materials. The storage, accumulation, collection, processing, and disposal of such materials is necessary to avoid environmental impacts. Section 6-2.701. Commercial, multi-family, and mixed-use dwelling enclosures, specifically address waste enclosure design, access, adequate signage (compostables and recyclables), and compactor units.

Additionally, TOMC Title 6, Chapter 3 addresses construction and demolition waste management. Section 6-3.101 establishes regulations to reduce landfill-bound waste created due to construction and demolition and ensures waste materials resulting from projects are in compliance with CalGreen requirements.

### Construction and Demolition Debris Recycling Ordinance

The construction and demolition Debris Recycling Ordinance (No. 1639-NS) was established in 2017 that requires certain demolition and/or construction projects to divert at least 65% of project-generated waste through recycling and/or reuse. To comply with No. 1639-NS, the project applicant is required to submit a C&D debris recycling plan approved by the Public Works Director.

### Ordinance No. 91-0003, Restricted Calabasas Landfill Wasteshed

The Los Angeles County Board of Supervisors adopted Ordinance No. 91-0003, on February 13, 1991, which established the Calabasas Landfill Wasteshed. The Ordinance prohibits the landfill from accepting waste from outside the wasteshed



area, composed of the cities of Hidden Hills, Agoura Hills, Westlake Village, and Thousand Oaks, portions of the City of Los Angeles and portions of unincorporated areas in the Counties of Los Angeles and Ventura.

### 4.12.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts to utilities and service systems are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to utilities and service systems would occur if the Project would:

- A. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
- B. Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years.
- C. Result in a determination by the wastewater treatment provider, which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments.
- D. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.
- E. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

### 4.12.4 Impacts Analysis

***A) Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

**Less-than-Significant Impact.** As discussed in further detail below, the Project would result in less-than-significant impacts with regard to the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

#### Water Facilities

##### Cancer Center Site

The Cancer Center component would involve the construction of water distribution infrastructure (i.e., pipes, valves, meters, etc.) to provide domestic water, firewater, and irrigation to the site. As discussed in Section 4.12.1, Existing Conditions, there are existing water lines within Rolling Oaks Drive and Los Padres Drive. The proposed Cancer Center would connect to the existing water line in Rolling Oaks Drive with a proposed 4-inch water line. To provide adequate fire coverage, two on-site fire hydrants are provided, as well as an underground fire water line which would connect to fire sprinklers inside the building. A proposed 6-inch water line fire connection would be made on Rolling Oaks Drive along with another proposed 6-inch water line connection along Los Padres Drive.

The construction of the proposed water improvements described above has the potential to cause environmental effects associated with buildout of the Cancer Center as a whole. The aforementioned water pipeline improvements

have been considered as part of the Cancer Center, and their disturbance footprints and construction techniques, as well as their associated impacts, have been accounted for within this Draft EIR. There are no unique impacts associated with the installation of water infrastructure to serve the Cancer Center that have not been discussed and accounted for in this document. Therefore, impacts associated with water facilities would be **less than significant**.

### Janss Road Site

It is reasonably foreseeable that future development of the Janss Road site, which would be made possible with a discretionary City review and CEQA analysis process, would involve the construction of water distribution infrastructure (i.e., pipes, valves, meters, etc.) to provide domestic water, firewater, and irrigation to the site. As described above in Section 4.12.1, Existing Conditions, there are existing water lines adjacent to the site.

The construction of the water improvements described above has the potential to cause environmental effects associated with buildout of future development at the Janss Road site. Without a development application for the site, it would be speculative to assume disturbance footprints, construction techniques, and their associated impacts for water distribution infrastructure at the site. However, onsite water utility infrastructure would be included in future development site plans that would be reviewed and approved by the City Department of Public Works. The design and review process would ensure that mains are of adequate capacity and design to provide water service to future development on the site. The physical environmental impacts of water utility infrastructure onsite are included within this analysis of future development of the site, in that infrastructure installation would occur as part of future development on the site and would occur within the development footprint. No specific additional impacts due to the construction of expanded water infrastructure are anticipated. Thus, based on the analysis above, the future Janss Road development would have a **less than significant impact** on water facilities.

## Water Treatment Facilities

### Cancer Center Site

While the development of the Cancer Center would result in an incremental increase in demand for water treatment capacity, the Cancer Center's water demand would not result in or require new or expanded water treatment facilities beyond those facilities that are already planned as part of California American Water's 2020 UWMP. Additionally, a will serve letter for the Cancer Center dated November 16, 2022, states that California American Water is willing to provide water services to the Cancer Center. As such, implementation of the Cancer Center would not result in the need to expand water treatment facilities. Therefore, impacts associated with water treatment facilities would be **less than significant**.

### Janss Road Site

The future Janss Road development would not result in the expansion of potential housing capacity within the City. Instead, it moves potential housing capacity from the Cancer Center site to the Janss Road site. While future development of 9 residential units would result in an incremental increase in demand for water treatment capacity, the future development's water demand would not result in or require new or expanded water treatment facilities beyond those facilities that are already planned as part of California American Water's 2020 UWMP. The existing water lines adjacent to the site have the capacity to accommodate the future development of nine residential units. In addition, the UWMP indicates that there is sufficient supply and capacity to accommodate future development, including nine residential units on the site. As such, it is anticipated future development anticipated at the Janss Road

site would not result in the need to expand water treatment facilities. Therefore, impacts associated with water treatment facilities would be **less than significant**.

## Wastewater Conveyance Facilities

### Cancer Center Site

As previously discussed, existing sanitary sewer lines include sewer lines Rolling Oaks Drive and Los Padres Drive. The proposed Cancer Center would connect to the existing sanitary sewer lines and would connect to an existing manhole at the intersection of Rolling Oaks Drive and Los Padres Drive. The Cancer Center proposes construction of a new 8-inch sewer line that would connect to the proposed building at two different locations.

The proposed sewer improvements have been considered as part of the Cancer Center, and their disturbance footprints and construction techniques, as well as their associated impacts, have been accounted for within this Draft EIR. There are no unique impacts associated with the installation of sewer infrastructure to serve the Cancer Center that have not been discussed and accounted for in this document. Therefore, impacts associated with wastewater conveyance facilities would be **less than significant**.

### Janss Road Site

Future development of the site would involve the construction of wastewater conveyance infrastructure (i.e., pipes, valves, meters, etc.) to service the site. As discussed in Section 4.12.1, Existing Conditions, there are existing sanitary sewer lines adjacent to the site. The construction of wastewater conveyance improvements described above has the potential to cause environmental effects associated with buildout of future development at the site. Without a development application for the site, it would be speculative to assume disturbance footprints, construction techniques, and their associated impacts for sewer infrastructure at the site. However, onsite sewer infrastructure would be included in future development site plans that would be reviewed and approved by the City Department of Public Works. The design and review process, including environmental impact analysis required by CEQA, would ensure that mains are of adequate capacity and design to provide service to future development on the site. A future application will need to be submitted to allow for development on the site, and this will be analyzed in detail at that time. The physical environmental impacts of sewer utility infrastructure onsite are included within this analysis of future development of the Janss Road site, in that sewer infrastructure installation would occur as part of future development on the site and would occur within the development footprint. However, no specific additional impacts due to the construction of expanded sewer infrastructure onsite are anticipated. Thus, based on the analysis above, the future Janss Road site development would have a **less than significant** impact on wastewater conveyance facilities.

## Wastewater Treatment Facilities

### Cancer Center Site

Upon build-out of the Cancer Center component, the Cancer Center's wastewater would be conveyed to the HCTP, which currently has an excess annual treatment capacity of 6 million gpd. According to the wastewater generation rates used in the Cancer Center component's air quality, greenhouse gas emissions, and energy analyses, the Cancer Center would generate approximately 21699 gpd of wastewater. Projected wastewater from the Cancer Center would represent approximately 0.36% of the remaining capacity of the treatment facility. Given the remaining capacity of the HCTP, the HCTP will be able to adequately accommodate the Cancer Center's contribution

of wastewater. As such, no improvements to any of the City's or HCTP's facilities would be required to ensure sewer service to the Cancer Center site. Therefore, impacts associated with new wastewater treatment facilities would be **less than significant**.

#### Janss Road Site

Upon build-out of a future Janss Road site, the development's wastewater would be conveyed to the HCTP, which currently has an excess annual treatment capacity of 6 million gpd. Given the remaining capacity of the HCTP, the HCTP will be able to adequately accommodate the 9-unit residential development's contribution of wastewater. As such, no improvements to any of the City's or HCTP's facilities would be required to ensure sewer service to the Janss Road site. Therefore, impacts associated with new wastewater treatment facilities would be **less than significant**.

### Stormwater Drainage Facilities

#### Cancer Center Site

As described in Section 3.4, of this Draft EIR, stormwater from the proposed development will be treated onsite via biofiltration and then detained on-site before being released to replicate pre-development conditions. A series of existing storm drain inlets and pipes throughout the Property would gather rainwater and route it to four proposed Low Impact Development (LID) stormwater treatment planters. The treated water would then be conveyed to one of two on-site storm water detention chambers used to monitor flow before connecting to public storm drain facilities. Along the site's north side, an energy dissipating structure is proposed to outlet water to the natural channel. The southern detention system would connect to a proposed storm drain pipe along Los Padres Drive that would replace an existing valley gutter.

The construction of the proposed storm drain improvements described above have the potential to cause environmental effects associated with buildout of the Cancer Center as a whole. The storm drain improvements have been considered as part of the Cancer Center site, and their disturbance footprints and construction techniques, as well as their associated impacts, have been accounted for within this Draft EIR. There are no unique impacts associated with the installation of storm drain improvements to serve the Cancer Center that have not been discussed and accounted for in this document. Therefore, impacts associated with stormwater drainage facilities would be **less than significant**.

#### Janss Road Site

The construction of the storm drainage improvements has the potential to cause environmental effects associated with buildout of future development at the Project site. Without a development application for the site, it would be speculative to make assumptions regarding storm drainage plans for future development at the site. However, a stormwater drainage plan would be included in future development site plans that would be reviewed and approved by the City Department of Public Works. The required design and review process would ensure that the storm drainage plan for future development at the site meets all compliance requirements. In addition, all runoff from the site would be required to comply with the Regional Permit to reduce pollution from the future development. With required storm drainage approvals for future development at the Janss Road site, impacts associated with stormwater drainage facilities would be **less than significant**.

## Electric Power, Natural Gas, and Telecommunications

### Cancer Center Site

Development of the Cancer Center would increase demands for electricity and natural gas and would increase requirements for telecommunication technology infrastructure. Upgrades would be required with respect to electric power, natural gas, and telecommunication facilities (i.e., cable television services), based on the change in land use (i.e., greater intensification). These utilities would be part of a dry utility package that would be installed on site and in the adjacent public roadways to provide service to the Cancer Center site. Upgrades would be confined to the connections to the site and not any off-site centralized facilities. The existing infrastructure is located directly adjacent to the site within the public streets. Connection to these existing utilities would require limited construction, which would be temporary and limited to trenching, to the depth of the underground lines. Construction of the Cancer Center site would occur in accordance with all applicable regulatory requirements. These upgrades and connections have been considered as part of the Cancer Center site, and their disturbance footprints and construction techniques, as well as their associated impacts, have been accounted for within this Draft EIR.

Electricity would be provided to the site by SCE. A will serve letter dated February 2, 2023, stated that SCE will provide electric power to the Cancer Center site (SCE 2023). SCE conducts ongoing monitoring and electrical project development to ensure that it can provide adequate electrical service to the site area.

SoCalGas's Projections out to 2035 continue to show available capacity that is well above the existing and future anticipated natural gas demand in the area serviced by SoCalGas (California Gas and Electric Utilities 2021). Additionally, a will serve letter dated January 20, 2022, stated that SoCalGas will provide natural gas service to the Cancer Center site (SoCalGas 2022).

There are a number of private telecommunications service providers that provide connections to their communication systems on an as-needed basis and maintain existing infrastructure in the vicinity of the site.

The development's demand for electricity, natural gas and telecommunications would be adequately served by existing infrastructure and capacity. Therefore, impacts associated with electric, natural gas, and telecommunication lateral connections would be **less than significant**.

### Janss Road Site

With implementation of the Project, land use and zoning changes would allow for future development of up to nine residential units on the Janss Road site. Future development of the Janss Road site would increase demands for electricity and natural gas and would increase requirements for telecommunication technology infrastructure. Upgrades would be required for the site with respect to electric power, natural gas, and telecommunication facilities (i.e., cable television services), based on the change in land use (i.e., to residential uses). It is reasonably foreseeable that these utilities would be part of a dry utility package that would be installed on site and in the adjacent public roadways to provide service to future development at the site. It is anticipated that upgrades would be confined to the connections to the site and not any off-site centralized facilities. The existing infrastructure is located directly adjacent to the site within the public streets. Connection to these existing utilities would require limited construction, which would be temporary and limited to trenching, to the depth of the underground lines. Future construction of the Janss Road site would occur in accordance with all applicable regulatory requirements. A utility plan would be included in future development site plans that would be reviewed and approved by the City

and providers. The design and review process would ensure that the utilities plan for future development at the site meets all compliance requirements.

Electricity would be provided to the site by SCE. SCE conducts ongoing monitoring and electrical project development to ensure that it can provide adequate electrical service to the site area.

SoCalGas’s Projections out to 2035 continue to show available capacity that is well above the existing and future anticipated natural gas demand in the area serviced by SoCalGas (California Gas and Electric Utilities 2021).

There are a number of private telecommunications service providers that provide connections to their communication systems on an as-needed basis and maintain existing infrastructure in the vicinity of the site.

Therefore, it is anticipated that demand from future development for electricity, natural gas and telecommunications would be adequately served by existing infrastructure and capacity.

The physical environmental impacts of electricity, natural gas and telecommunications infrastructure improvements onsite are included within this analysis of future development of the Janss Road site, in that the infrastructure installation would occur as part of future development on the site and would occur within the development footprint. However, no specific additional impacts due to the construction of expanded utility infrastructure onsite are anticipated. Thus, based on the analysis above, the Janss Road component would have a **less than significant** impact on electric, natural gas, and telecommunications connections.

***B) Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?***

**Cancer Center Site**

**Less-than-Significant Impact.** Implementation of the Cancer Center would result in the construction of a medical office building and associated improvements areas onsite. Table 4.12-2 summarizes the estimated water demand for the Cancer Center.

**Table 4.12-2. Estimated Proposed Water Demand - Cancer Center Site**

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)	Total Avg. (gal/year)
Medical Office Building & Parking	7,277,871	642,405	7,920,276
<b>Total Proposed Water Demand</b>			<b>7,920,276</b>

**Source:** CalEEMod in Appendix B.

**Notes:** gal/year = gallons per year

The Cancer Center component is estimated to result in an increase in water demand of 7,920,276 gallons per year, which is equivalent to approximately 24.3 acre-feet per year (AFY). As there is currently no existing water demand for the site, the net increase in water demand would be equivalent to the Cancer Center’s proposed water demand of 24.3 AFY.

The 2020 California American Water UWMP has planned for growth within its service area over the next 20 years. California American Water has made an allowance for future demand estimates. Future demand services are based

on historical growth rates in the service area. According to Table 7-2 in the California American Water 2020 UWMP (provided in Table 4.12-1, above), California American Water projects a water demand increase of 415 AFY from 2025 (16,662 AFY) to 2045 (17,077 AFY) (California American Water 2021). The net water demand of the Cancer Center development would be accounted for within this growth.

For a single dry year, or the first year of multiple dry years, water availability is constrained. As described earlier in this water supply availability analysis, California American Water, the CMWD and the City maintain emergency interties, which allow for water transfers during emergencies, and improve regional supply reliability by allowing the three entities access to each other’s sources in an emergency. California American Water’s Water Shortage Contingency Plan further describes programs to be used in times of drought, including water waste prevention ordinances, metering, conservation pricing, public education and outreach, programs to assess and manage distribution system loss and water conservation program coordination and staffing. The California American Water provided 14 specific water demand management measures in the 2020 UWMP in order to meet water use reduction targets. Collectively, these additional measures would enable water supply to meet or exceed water demand for California American Water for now and into the future. The UWMP identifies a sufficient and reliable water supply for California American Water’s service area, including sufficient water supply for the Cancer Center. Therefore, impacts associated with water supply would be **less than significant**.

Janss Road Site

Less-than-Significant Impact. It is reasonably foreseeable that implementation of the Janss Road development would result in the construction of 9 residential units on the 2.15-acre site. Table 4.12-3 summarizes the estimated water demand for the Janss Road component.

**Table 4.12-3. Estimated Proposed Water Demand - Janss Road Site**

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)	Total Avg. (gal/year)
Single Family Housing	341,131	1,665,609	2,006,740
<b>Total Proposed Water Demand</b>			<b>2,006,740</b>

Source: CalEEMod in Appendix B.  
 Notes: gal/year = gallons per year

The 2020 California American Water UWMP has planned for growth within its service area over the next 20 years. California American Water District has made an allowance for future demand estimates. Future demand services are based on historical growth rates in the service area. According to Table 7-2 in the California American Water 2020 UWMP, California American Water projects a water demand increase of 415 AFY from 2025 (16,662 AFY) to 2045 (17,077 AFY). Therefore, net water demand of future residential development at the Janss Road site would be accounted for within this growth.

As long-term water supply is a significant concern in California, the California American Water provided 14 specific water demand management measures in the 2020 UWMP in order to meet water use reduction targets. Collectively, these additional measures would enable water supply to meet or exceed water demand for California American Water for now and into the future. The UWMP identifies a sufficient and reliable water supply for California American Water’s service area, including sufficient water supply for the Janss Road site. Therefore, impacts associated with water supply would be **less than significant**.

***C) Would the Project 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?***

#### Cancer Center Site

**Less-than-Significant Impact.** As previously discussed, upon build-out of the Cancer Center, the development's wastewater would be conveyed to HCTP. The HCTP has a permitted annual Average Dry Weather Flow capacity of 14 million gallons per day (gpd). The HCTP currently treats an annual wastewater flow of approximately 8 million gpd generated from domestic, commercial, and industrial customers (City of Thousand Oaks 2023a). Based on these numbers, there is approximately 6 million gpd excess capacity at the HCTP under existing conditions. Future influent projections show the HCTP treating an annual flow of 9.1 million gpd by 2025 and 9.2 million gpd by 2030, 9.3 million gpd by 2035, and 9.4 million gpd by 2040 (City of Thousand Oaks 2020). As such, the HCTP currently has an excess annual treatment capacity of 6 million gpd.

According to the wastewater generation rates used in the air quality, greenhouse gas emissions, and energy analyses, the Cancer Center would generate approximately 21,699 gpd of wastewater. Projected wastewater from the Cancer Center would represent approximately 0.36% of the remaining capacity of the treatment facility. Given the remaining capacity of the HCTP, the HCTP will be able to adequately accommodate the Cancer Center's contribution of wastewater. Therefore, impacts associated with wastewater treatment capacity would be **less than significant**.

#### Janss Road Site

**Less-than-Significant Impact.** It is reasonably foreseeable that implementation of the Janss Road site development would result in the construction of 9 residential units on the 2.15-acre site. Future development at the site would be analyzed as required under CEQA by the City at the time of application. As discussed above, there is approximately 6 million gpd excess capacity at the HCTP under existing conditions. Future influent projections show the HCTP treating an annual flow of 9.1 million gpd by 2025 and 9.2 million gpd by 2030, 9.3 million gpd by 2035, and 9.4 million gpd by 2040 (City of Thousand Oaks 2020). As such, the HCTP currently has an excess annual treatment capacity of 6 million gpd. Given the remaining capacity of the HCTP as described above, the HCTP will be able to adequately accommodate the future residential development's contribution of wastewater. Therefore, impacts associated with wastewater treatment capacity would be **less than significant**.

***D) Would the Project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***

**Less-than-Significant Impact.** Construction and operation of the Cancer Center and Janss Road land use change would result in less-than-significant impacts with regard to the generation of solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

#### Cancer Center Site

#### Short-Term Construction Impacts

Construction of the Cancer Center would result in the generation of solid waste such as scrap lumber, concrete, residual wastes, packing materials, plastics, and soils. Per CALGreen, at least 65% of construction and demolition



waste must be diverted from landfills. The City Construction and Demolition Debris Recycling Ordinance (No. 1639-NS), requires certain demolition and/or construction projects divert at least 65 percent of project-generated waste through recycling or reuse. Contractors and waste haulers are not restricted in their disposal options of construction and demolition debris, as long as the project meets the City’s 65 percent debris diversion requirements (City of Thousand Oaks 2023b). Any hazardous wastes that are generated during construction activities would be managed and disposed of in compliance with all applicable federal, state, and local laws. The remaining 35% of construction material that is not required to be recycled would either be disposed of or voluntarily recycled at a solid waste facility with available capacity. As waste from the City can be taken to various landfill locations depending on which limited hauler is used, it is assumed that these various landfills would have remaining capacity to accept construction and demolition waste from the Cancer Center site.

The City has limited franchise agreements with four haulers. Additionally, self-hauling is allowed to transport construction debris. However, the City currently diverts 65% or more of all solid waste produced in the City, per CALGreen requirements. As such, any construction requiring disposal at an inert waste landfill would be sufficiently accommodated by existing landfills.

For the reasons stated above, construction of the Cancer Center would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals (e.g., CALGreen standards). Therefore, short-term construction impacts associated with solid waste disposal would be **less than significant**.

**Long-Term Operational Impacts**

Once operational, the Cancer Center would produce solid waste on a regular basis, in association with operation and maintenance activities. Anticipated solid waste generation attributable to the Cancer Center is shown in Table 4.12-4. The solid waste generation rates assume compliance with the California Code of Regulations Title 24, Part 11.

**Table 4.12-4. Anticipated Solid Waste Generation - Cancer Center**

Project Components	Solid Waste Generation (tons per year)
Medical Office Building	626
<b>Total</b>	<b>626</b>

**Source:** CalEEMod in Appendix B.

As previously discussed, the City has a franchise agreement with Athens Services, which designates them as the City’s exclusive waste hauler. Once operational, AB 939 mandates that cities divert from landfills, at a minimum, 50% of the total solid waste generated to recycling facilities. Athens Services recycles 50% or more of the municipal’s waste prior to being transferred to Simi Valley Landfill. This landfill has a maximum weekly permitted throughput of 64,750 tons. Assuming solid waste is collected weekly, the net solid waste that is anticipated to be produced by the Cancer Center would equate to approximately 0.0004% of the available capacity of the Calabasas Landfill through its estimated closure date.

Prior to Simi Valley Landfill reaching capacity, additional landfills and strategies have been identified in the Collection Services Agreement between the City and Athens Services so that disposal needs continue to be met. The primary landfill utilized by Athens Services for residential and commercial business solid waste is the Simi Valley

Landfill. Residential and commercial recyclables are taken to the Sun Valley Materials Recovery Facility, and residential and commercial organics waste is taken to the Crown Recycling Services. Secondary facilities are identified as Calabasas Landfill, and Del Norte Regional Transfer Station and Recycling Center, to be utilized if the primary landfills are over capacity (City of Thousand Oaks and Arakelian Enterprises, Inc. 2022). Additional strategies to accommodate solid waste generated by the Cancer Center during its lifespan include the expansion of existing landfills, the construction of new landfills, and the selection of landfills outside of the County. As such, in the event of closure of the Simi Valley Landfill, other landfills in the region would be able to accommodate solid waste from the Cancer Center, and regional planning efforts would ensure continued landfill capacity into the foreseeable future.

For the reasons described above, Cancer Center operations would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

Therefore, long-term operational impacts associated with solid waste disposal would be **less than significant**.

### Janss Road Site

#### Short-Term Construction Impacts

Construction of future development at the site would result in the generation of solid waste such as scrap lumber, concrete, residual wastes, packing materials, plastics, and soils. Per CALGreen, at least 65% of construction and demolition waste must be diverted from landfills. The City Construction and Demolition Debris Recycling Ordinance (No. 1639-NS), requires certain demolition and/or construction projects divert at least 65 percent of project-generated waste through recycling or reuse. Contractors and waste haulers are not restricted in their disposal options of construction and demolition debris, as long as the project meets the City's 65 percent debris diversion requirements (City of Thousand Oaks 2023b). Any hazardous wastes that are generated during construction activities would be managed and disposed of in compliance with all applicable federal, state, and local laws. The remaining 35% of construction material that is not required to be recycled would either be disposed of or voluntarily recycled at a solid waste facility with available capacity. As construction and demolition waste from the City can be taken to various landfill locations depending on which limited hauler is used, it is assumed that these various landfills would have remaining capacity to accept construction and demolition waste from the Janss Road site.

The City has limited franchise agreements with four haulers. Additionally, self-hauling is allowed to transport construction debris. However, the City currently recycles 65% or more of all solid waste produced in the City, per CALGreen requirements. As such, any construction requiring disposal at an inert waste landfill would be sufficiently accommodated by existing landfills.

For the reasons stated above, construction associated with future development at the site would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals (e.g., CALGreen standards). Therefore, short-term construction impacts associated with solid waste disposal would be **less than significant**.

#### Long-Term Operational Impacts

Once operational, future development at the Janss Road site would produce solid waste on a regular basis, in association with operation and maintenance activities. Anticipated solid waste generation attributable to the future

development is shown in Table 4.12-5. The solid waste generation rates assume compliance with the California Code of Regulations Title 24, Part 11.

**Table 4.12-5. Anticipated Solid Waste Generation - Janss Road**

Project Components	Solid Waste Generation (tons per year)
Single Family Housing	7.21
<b>Total</b>	<b>7.21</b>

Source: CalEEMod in Appendix B.

As previously discussed, the City has a franchise agreement with Athens Services, which designates them as the City’s exclusive waste hauler. Once operational, AB 939 mandates that cities divert from landfills, at a minimum, 50% of the total solid waste generated to recycling facilities. Athens Services recycles 50% or more of the municipal’s waste prior to being transferred to Simi Valley Landfill. This landfill has a maximum weekly permitted throughput of 64,750 tons. Assuming solid waste is collected weekly, the net solid waste that is anticipated to be produced by the future development would equate to approximately 0.0002% of the available capacity of the Calabasas Landfill through its estimated closure date.

Prior to Simi Valley Landfill reaching capacity, additional landfills and strategies have been identified in the Collection Services Agreement between the City and Athens Services so that disposal needs continue to be met. The primary landfill utilized by Athens Services for residential and commercial business solid waste is the Simi Valley Landfill. Residential and commercial recyclables are taken to the Sun Valley Materials Recovery Facility, and residential and commercial organics waste (food and green waste) are taken to the Crown Recycling Services. Secondary facilities are identified as the Calabasas Landfill, and Del Norte Regional Transfer Station and Recycling Center, to be utilized if the primary landfills are over capacity (City of Thousand Oaks and Arakelian Enterprises, Inc. 2022). Additional strategies to accommodate solid waste generated by the future development during its lifespan include the expansion of existing landfills, the construction of new landfills, and the selection of landfills outside of the County. As such, in the event of closure of the Simi Valley Landfill, other landfills in the region would be able to accommodate solid waste from the Janss Road site, and regional planning efforts would ensure continued landfill capacity into the foreseeable future.

For the reasons described above, future development at the site would not be anticipated to generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Therefore, long-term operational impacts associated with solid waste disposal would be **less than significant**.

***E) Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

**Cancer Center Site**

**Less-than-Significant Impact.** As described above, solid waste from commercial uses in the City are brought to the Simi Valley Landfill. This facility is regulated under federal, state, and local laws. Additionally, the City is required to comply with the solid waste reduction and diversion requirements set forth in AB 939, AB 341, AB 132, and AB 1826.

In addition, as previously described, waste diversion and reduction during Cancer Center construction and operations would be completed in accordance with CALGreen standards and City diversion standards. As a result, the Cancer Center component would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. Therefore, impacts associated with compliance to solid waste statutes and regulations would be **less than significant**.

### Janss Road Site

**Less-than-Significant Impact.** As described above, solid waste from residential uses in the City are brought to the Simi Valley Landfill. This facility is regulated under federal, state, and local laws. Additionally, the City is required to comply with the solid waste reduction and diversion requirements set forth in AB 939, AB 341, AB 132, and AB 1826.

In addition, as previously described, waste diversion and reduction during future construction and operations would be completed in accordance with CALGreen standards and City diversion standards. As a result, the future Janss Road development would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. Therefore, impacts associated with compliance of solid waste statutes and regulations would be **less than significant**.

## 4.12.5 Mitigation Measures and Level of Significance After Mitigation

***A) Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

The Project (Cancer Center and Janss Road components) would result in a **less-than-significant** impact with regard to the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. No mitigation is required.

***B) Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?***

The Project would result in **less-than-significant** impacts with regard to the availability of sufficient water supplies to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. No mitigation is required.

***C) Would the Project 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?***

The Project would result in **less-than-significant** impacts with regard to the capability of the Project's future wastewater treatment provider to serve the Project, in addition to the provider's existing commitments. No mitigation is required.

**D) Would the Project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

The Project would result in less-than-significant impacts with regard to the generation of solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. No mitigation is required.

**E) Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

The Project would result in less-than-significant impacts to compliance with federal, state, and local management and reduction statutes and regulations related to solid waste. No mitigation is required.

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## 4.13 Wildfire

This section describes the existing wildfire conditions of the Los Robles Comprehensive Cancer Center (Cancer Center site) and the 355 West Janss Road General Plan Amendment and Zone Change (Janss Road site) Project (collectively the “Project”) sites, vicinities, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed Project. Appendix G of the California Environmental Quality Act (CEQA) Guidelines was updated in December 2018 to include questions on wildfire. Thus, this section of this Environmental Impact Report (EIR) was added as a result of that update. Potential wildfire impacts resulting from construction and operation of the Project were evaluated based on a review of existing resources and applicable laws, regulations, guidelines, and standards. In addition to the documents incorporated by reference (see Section 4.13.6 below), the following analysis is based, in part, on the following source:

- Fire Protection Plan (FPP) for Proposed Cancer Center Site prepared by Dudek in December 2023 (Appendix J of this document)

The FPP prepared for the Proposed Cancer Center site includes an analysis of existing and proposed conditions, including a wildfire behavior analysis, discussed herein. Sources used for the Janss Road Project include publicly available resources and applicable laws, regulations, guidelines, and standards, as well as existing setting information included in the Biological Resources Report for Janss Property, prepared by LSA in August 2023 (Appendix C-3).

### 4.13.1 Existing Conditions

Fire environments are dynamic systems and include numerous environmental factors and site characteristics. Fires can occur in any environment where conditions are conducive to ignition and fire movement. The three major components of the fire environment are topography, vegetation (fuels), and climate. The following describes fire hazard, local climate and emergency and fire response characteristics applicable to both the Cancer Center site and Janss Road site and the surrounding region. This discussion is then followed by fire history, vegetation, and topography characteristics specific to each site.

#### Fire Hazard Mapping

California Department of Forestry and Fire Protection's (CAL FIRE) Fire and Resource Assessment Program (FRAP) database includes map data documenting areas of significant fire hazards in the state. These maps categorize geographic areas of the state into different fire hazard severity zones (FHSZs). The classifications include Moderate, High, and Very High FHSZs. CAL FIRE uses FHSZs to classify anticipated fire-related hazards for the entire state, and includes classifications for State Responsibility Areas, Local Responsibility Areas, and Federal Responsibility Areas. Fire hazard severity classifications consider vegetation, topography, weather, crown fire production, and ember production and movement.

As shown in Figure 4.13-1 Fire Hazard Severity Zone Map, both Project components are within an area considered a Very High Fire Hazard Severity Zone (VHFHSZ) within the Local Responsibility Area as designated by CAL FIRE and the Ventura County Fire Protection District (also referred to as Ventura County Fire Department (VCFD) (CAL FIRE 2019). The VHFHSZ designation can be attributed to a variety of factors including highly flammable, dense,

drought-adapted desert chaparral vegetation, seasonal, high winds, and a Mediterranean climate that results in vegetation drying during months most likely to experience Santa Ana winds.

CAL FIRE is currently in the process of updating the FHSZ map for SRA lands, with an updated LRA mapping effort to follow. The upcoming LRA mapping effort will include Moderate, High, and Very High wildfire hazard designations,

### Climate, Weather, and Wind

The Project vicinity, similar to much of Southern California, is influenced by the Pacific Ocean and a seasonal, migratory subtropical high-pressure cell known as the “Pacific High.” Wet winters and dry summers with mild seasonal changes characterize the Southern California climate. This climate pattern is occasionally interrupted by extreme periods of hot weather, winter storms, or dry, easterly Santa Ana winds. The climate of Thousand Oaks is typical of a Mediterranean area, with warm, dry summers and cold, wet winters. Temperatures average (average annual) around 36° F at night and during the winter and reach up to 100° F during the summer. Precipitation has been averaging about 15 inches and typically occurs between November and April (Western Regional Climate Center 2022).

The prevailing wind pattern is from the west (onshore), but the presence of the Pacific Ocean causes a diurnal wind pattern known as the land/sea breeze system. During the day, winds are from the west-southwest (sea) and at night winds are from the northeast (land), averaging 2 miles per hour (mph). During the summer season, the diurnal winds may average slightly higher (approximately 14 mph) than the winds during the winter season due to greater pressure gradient forces. Surface winds can also be influenced locally by topography and slope variations. The highest wind velocities are associated with downslope, canyon, and Santa Ana winds. The Project area does not include topography that would create unusual weather conditions. However, the site may be subject to periodic extreme fire weather conditions that occur throughout Ventura County.

From a regional perspective, the fire risk in southern California can be divided into three distinct “seasons” (Baltar et al. 2014). The first season, the most active season and covering the summer months, extends from late May to late September. This is followed by an intense fall season characterized by fewer but larger fires. This season begins in late September and continues until early November. The remaining months, November to late May cover the mostly dormant, winter season. Keeley and Zedler (2009) found that large fires in the region consistently occur at the end of wet periods and the beginning of droughts. Fires can be a significant issue during summer and fall, before the rainy period, especially during dry Santa Ana wind events. Although Santa Ana events can occur anytime of the year, they generally occur during the autumn months, although the last few years have resulted in spring (April - May) and summer events. Santa Ana winds may gust up to 50 miles per hour (mph) or higher.

### Emergency Response and Fire Protection

The City’s Emergency Management Division is responsible for the operation of the City’s Emergency Operations Center (EOC). The EOC is the focal point for coordination of the City’s emergency planning, training, response, and recovery efforts for emergencies and major disasters. The EOC prepares for emergencies and major disasters such as fires, floods, earthquakes, and acts of terrorism.

In addition, the City participates in the Ventura County Multi-Hazard Mitigation Plan, which was last revised in 2015. The Plan assesses the risks posed by natural and human-caused hazards and establishes mitigation strategies for reducing these risks. Hazards addressed include flooding, tsunamis, earthquakes, wildfires, and agricultural biological hazards. Emergency response actions could also be triggered by a hazardous materials incident; water



or air pollution; a major transportation accident; water, gas, or energy shortage; a health epidemic; a nuclear accident; or terrorism (County of Ventura 2015).

The Ventura County Fire Protection District (also known as Ventura County Fire Department) provides contract fire protection services to the City, including wildfire protection and suppression. The Project Sites are located within the jurisdiction of the VCFD. Therefore, the VCFD would provide initial response to the Project Sites for fire protection and emergency medical services. The VCFD jurisdictional response area encompasses approximately 848 square miles including the cities of Ojai, Port Hueneme, Moorpark, Camarillo, Santa Paula, Simi Valley, and Thousand Oaks, and a population of more than 850,000 people in the unincorporated areas of Ventura County (VCFD Overview, 2022 and VCFD 2021 Snapshot Annual Report). The VCFD currently operates 33 Fire Stations and consists of a staff of nearly 588 dedicated personnel, including about 445 full-time safety (including safety Chief Officers) and 143 full-time non-safety employees (VCFD Overview, 2022 and VCFD 2021 Snapshot Annual Report).

In addition, VCFD participates in automatic aid agreements and dropped boundary agreements on first alarm or greater emergency calls with surrounding communities, ensuring that the closest unit will be dispatched, regardless of jurisdictional boundaries. Further, the County has Mutual Aid agreements that allow the Cities to request additional resources from county, state, and federal agencies to meet the needs of a given incident. The VCFD is responsible for the preparation, maintenance, and execution of Fire Preparedness and Management Plans. The County's Emergency Operations Center trains County staff and outside agencies in their roles and responsibilities and coordinates operations in the event of an emergency or major event or incident. The VCFD is also part of the State of California Master Mutual Aid Agreements.

### Cancer Center Site

The property is similar to surrounding areas concerning topography, vegetative cover, proximity to adjacent residential areas, available access, and planned use. The intent of evaluating conditions at a macro-scale provides a better understanding of the regional fire environment, which is not constrained by property boundary delineations.

### Fire History

Fire history data provides valuable information regarding fire spread, fire frequency, ignition sources, and vegetation/fuel mosaics across a given landscape. Fire history represented in the FPP uses the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program (FRAP) database. FRAP summarizes fire perimeter data dating to the late early 1900's, but which is incomplete due to the fact that it only includes fires over 10 acres in size and has incomplete perimeter data, especially for the first half of the 20th century (Syphard and Keeley 2016). However, the data does provide a summary of recorded fires and can be used to show whether large fires have occurred in the Project area, which indicates whether they may be possible in the future.

According to available data from the CAL FIRE in the FRAP database, 60 fires have burned within 5 miles of the Cancer Center site since the beginning of the historical fire data record (1930 was the first year recorded in the area). Recorded wildfires within 5 miles range from approximately 10 acres to approximately 96,949 acres (2018 Woolsey Fire) and the average fire size is approximately 8,833 acres. The 2020 Erbes Fire (approximately 27 acres) is the most recent fire that occurred within 5 miles of the Cancer Center site. There are no recorded fires that have burned on the Cancer Center site. Fire history for the general vicinity of the site is illustrated in Figure 4.13-2, Fire History Map.

Based on an analysis of the fire history data set, specifically, the years in which the fires burned, the average interval between wildfires within 5 miles of the Cancer Center site was calculated to be approximately two years with intervals

ranging between 0 (multiple fires in the same year) to 10 years. Based on the analysis, it is expected that wildfire may occur within the project vicinity, if weather conditions coincide, possibly every two to 10 years, with the realistic possibility of longer interval occurrences, as observed in the fire history records and considering the recent past and ongoing development of the region. Based on fire history, wildfire risk for the Cancer Center site is associated primarily with an on-shore more typical wildfire burning or spotting on-site from the south or west, although a fire approaching from the north and east during a Santa Ana wind-driven fire weather patterns is also possible.

### Vegetation Communities and Land Covers

Variations in vegetative cover type and species composition have a direct effect on fire behavior. Some plant communities and their associated plant species have increased flammability based on plant physiology (resin content), biological function (flowering, retention of dead plant material), physical structure (bark thickness, leaf size, branching patterns), and overall fuel loading. For example, non-native grass dominated plant communities become seasonally prone to ignition and produce lower intensity, higher spread rate fires. In comparison, sage scrub can produce higher heat intensity and higher flame lengths under strong, dry wind patterns, but does not typically ignite or spread as quickly as light, flashy grass fuels. The corresponding fuel models for each of these vegetation types are designed to capture these differences (see Appendix J [Table 3] for detailed description of fuel models used in the analysis).

Vegetation characteristics adjacent the project's footprint are dominated by sage scrub-grass fuels. The site is bordered to the north by Rolling Oaks Drive and an existing medical building, to the west by Los Padres Drive and multi-family residential development, to the east by undeveloped and semi-rural single-family residential development, and to the south by an undeveloped, open space hillside designated as the Los Padres Open Space.

The northwest portion of the Cancer Center site has remnants of the previous on-site development with multiple concrete slabs and remaining utilities; the northeast portion of the site contains a small riparian area consisting of willows and coast live oak trees, as well as an ephemeral drainage. There are several ornamental trees that line the western property boundary and extend around the northern boundary as well. The center of the site includes mainly non-native grasses and barren areas that extend up into the foothills that are covered with coastal sage scrub, which the coastal sage scrub continues to the south and connects within the Los Padres Open Space at the south end of the Cancer Center site (Appendix C-1).

Five types of vegetation/land cover classifications were mapped in the Cancer Center site, with the dominant vegetation community being coastal sage scrub. Additional vegetation/land cover classifications include coast live oak/willow woodlands, ornamental land cover, developed land cover, and the dominant land cover is ruderal/barren. Areas outside of proposed development and fuel modification zones can be classified primarily as annual grasslands and sage scrub. Table 4.13-1, Mapped Vegetation/Land Cover Classifications, presents the vegetation community or land cover type found on the Cancer Center site.

**Table 4.13-1. Mapped Vegetation/Land Cover Classifications - Cancer Center Site**

Vegetation Community or Land Cover Type	Acres*	Percent of Site (%)
Developed	0.74	15.78
Coastal Sage Scrub	1.78	37.47
Ornamental	1.06	22.32
Ruderal/Barren	1.08	22.74

**Table 4.13-1. Mapped Vegetation/Land Cover Classifications - Cancer Center Site**

Vegetation Community or Land Cover Type	Acres*	Percent of Site (%)
Coast live oak/Willow Woodland	0.09	1.89
<b>Total</b>	<b>4.75</b>	<b>100.0</b>

**Source:** Appendix C-3 for descriptions of the vegetation communities and land cover classifications.

## Topography/Terrain

Topography influences fire risk by affecting fire spread rates. Typically, steep terrain results in faster fire spread up-slope and slower spread down-slope in the absence of wind. Terrain that forms a funneling effect, such as chimneys, chutes, or saddles on the landscape can result in especially intense fire behavior. Conversely, flat terrain tends to have a negligible effect on fire spread, resulting in fires that are driven by vegetation and wind.

Due to previous development on site, the site's topography is relatively flat on the north and west portions of the site but has foothill slopes on the southern side of the property. Elevations range between approximately 770 feet above mean sea level (AMSL) in the northeast portion of the property to 870 feet AMSL in the southwest portion of the property.

## Janss Road Site

### Fire History

According to available data from the CAL FIRE in the FRAP database, fifty-one fires have burned within 5 miles of the Janss Road site since the beginning of the historical fire data record (1940 was the first year recorded in the area). Recorded wildfires within 5 miles range from approximately less 10 acres to approximately 96,949 acres (2018 Woolsey Fire) and the average fire size is approximately 6,191 acres. The 2020–2021 Erbes Fire (approximately 27 acres) is the most recent fire that occurred within 5 miles of the Janss Road site. There are no recorded fires that have burned on the Janss Road site. However, multiple fires have burned close to the site including the 1975 Conejo Fire and the 1995 Wildwood 1 Fire, both of which burned within a quarter mile from the Project site within open spaces to the west.

Based on an analysis of the fire history data set, specifically, the years in which the fires burned, the average interval between wildfires within 5 miles of the Janss Road site was calculated to be approximately 1.6 years with intervals ranging between 0 (multiple fires in the same year) to 9 years. Based on the analysis, it is expected that wildfire may occur within the project vicinity, if weather conditions coincide, possibly every 1.6 years, with the realistic possibility of longer interval occurrences, as observed in the fire history records and considering the recent past and ongoing development of the region. Based on fire history, wildfire risk for the Janss Road site is associated primarily with an on-shore more typical wildfire burning or spotting on-site from the west, although a fire approaching from the north a Santa Ana wind-driven fire weather patterns is also possible.

## Vegetation Communities and Land Covers

As the site is fully developed, on-site vegetation is limited to ornamental street trees with no natural vegetation communities present (Appendix C-3). Therefore, vegetative hazard on site is considered very low. The site is bordered to the north and east by a medical center and associated paved parking areas, to the west by North Lynn Road followed by undeveloped land designated as Wildwood Park within the Wildwood Open Space, and to the

south by West Janss Road and residential development. The entire project site is developed and contains ornamental landscape between parking areas and along the south and west boundaries. The Wildwood Open Space is located west of North Lynn Road and is dominated by shrub and herbaceous vegetation including sage-scrub and grass fuels.

### Topography/Terrain

Due to the site's current use as a parking area development on site, the site's topography is predominantly flat and lacks topographic features that may be conducive to extreme wildfire behavior. Elevations range from 713–763 feet above mean sea level. Steep slopes are present along the west and south edges of the property, however, their short hillslope length (less than 20 feet) results in an insignificant influence on wildfire risks.

## 4.13.2 Relevant Plans, Policies, and Ordinances

### Federal

#### National Fire Protection Association Codes, Standards, Practices, and Guides

National Fire Protection Association codes, standards, recommended practices, and guides are developed through a consensus standards development process approved by the American National Standards Institute. This process brings together professionals representing varied viewpoints and interests to achieve consensus on fire and other safety issues. National Fire Protection Association standards are recommended guidelines and nationally accepted good practices in fire protection but are not laws or codes unless adopted as such or referenced as such by the California Fire Code (CFC) or the local fire agency.

#### Federal Wildland Fire Management Policy

The Federal Wildland Fire Management Policy was developed in 1995, updated in 2001, and again in 2009 by the National Wildfire Coordinating Group, a federal multi-agency group that establishes consistent and coordinated fire management policy across multiple federal jurisdictions. A critical component of the Federal Wildland Fire Management Policy is the acknowledgment of the essential role of fire in maintaining natural ecosystems. The Federal Wildland Fire Management Policy and its implementation are founded on the following guiding principles, found in the Guidance for Implementation of Federal Wildland Fire Management Policy (National Wildfire Coordinating Group 2009):

- Firefighter and public safety are the first priority in every fire management activity.
- The role of wildland fire as an essential ecological process and natural change agent will be incorporated into the planning process.
- Fire management plans, programs, and activities support land and resource management plans and their implementation.
- Sound risk management is a foundation for all fire management activities.
- Fire management programs and activities are economically viable, based upon values to be protected, costs, and land and resource management objectives.
- Fire management plans and activities are based upon the best available science.
- Fire management plans and activities incorporate public health and environmental quality considerations.

- Federal, state, tribal, local, interagency, and international coordination and cooperation are essential.
- Standardization of policies and procedures among federal agencies is an ongoing objective.

### National Fire Plan

The National Fire Plan, officially titled *Managing the Impacts of Wildfire on Communities and the Environment: A Report to the President In Response to the Wildfires of 2000*, was a presidential directive in 2000 as a response to severe wildland fires that had burned throughout the United States. The National Fire Plan focuses on reducing fire impacts on rural communities and providing assurance for sufficient firefighting capacity in the future. The plan addresses five key points: firefighting, rehabilitation, hazardous fuels reduction, community assistance, and accountability. The plan provides technical, financial, and resource guidance and support for wildland fire management across the United States. The USDA Forest Service and the Department of the Interior are working to successfully implement the key points outlined in the plan (DOI/USDA 2000).

### International Fire Code

Created by the International Code Council, the International Fire Code (IFC) addresses a wide array of conditions hazardous to life and property, including fire, explosions, and hazardous materials handling or usage (although not a federal regulation, but rather the product of the International Code Council). The International Fire Code places an emphasis on prescriptive and performance-based approaches to fire prevention and fire protection systems. Updated every 3 years, the International Fire Code uses a hazards classification system to determine the appropriate measures to be incorporated to protect life and property (often times these measures include construction standards and specialized equipment). The International Fire Code uses a permit system (based on hazard classification) to ensure that required measures are instituted (International Code Council 2017). Portions of the IFC are incorporated into the California Fire Code with necessary California amendments.

### State

#### California Government Code

California Government Code Sections 51175 through 51189 provide guidance for classifying lands in California as fire hazard areas and requirements for management of property within those lands. CAL FIRE is responsible for classifying FHSZs based on statewide criteria and makes the information available for public review (California Government Code Sections 51178 and 51179). Further, local agencies must designate, by ordinance, Very High FHSZs within their jurisdiction based on the recommendations of CAL FIRE. CAL FIRE is currently in the process of updating the SRA FHSZ maps, with an updated LRA mapping effort to follow.

Section 51182 sets forth requirements for persons owning or controlling occupied dwellings within the fire hazard zones, such as defensible space, vegetative fuels management, and building materials and standards. Per Section 51182, a person who owns, leases, controls, operates, or maintains an occupied dwelling or occupied structure in, upon, or adjoining a mountainous area, forest-covered land, shrub-covered land, grass-covered land, or land that is covered with flammable materials, which area or land is within a very high fire hazard severity zone designated by the local agency pursuant to Section 51179, shall at all times do all of the following:

1. A. Maintain defensible space of 100 feet from each side and from the front and rear of the structure, but not beyond the property line except as provided in subparagraph (B). The amount of fuel modification

necessary shall consider the flammability of the structure as affected by building material, building standards, location, and type of vegetation. Fuels shall be maintained and spaced in a condition so that a wildfire burning under average weather conditions would be unlikely to ignite the structure. This subparagraph does not apply to single specimens of trees or other vegetation that are well-pruned and maintained so as to effectively manage fuels and not form a means of rapidly transmitting fire from other nearby vegetation to a structure or from a structure to other nearby vegetation or to interrupt the advance of embers toward a structure. The intensity of fuels management may vary within the 100-foot perimeter of the structure, with more intense fuel reductions being used between 5 and 30 feet around the structure, and an ember-resistant zone being required within 5 feet of the structure, based on regulations promulgated by the State Board of Forestry and Fire Protection, in consultation with the Office of the State Fire Marshal, to consider the elimination of materials in the ember-resistant zone that would likely be ignited by embers. Consistent with fuels management objectives, steps should be taken to minimize erosion, soil disturbance, and the spread of flammable nonnative grasses and weeds.

- B. A greater distance than that required under subparagraph (A) may be required by state law, local ordinance, rule, or regulation. Fuel modification beyond the property line may only be required by state law, local ordinance, rule, or regulation in order to maintain 100 feet of defensible space from a structure. Fuel modification on adjacent property shall only be conducted following written consent by the adjacent landowner. Any local ordinance related to fuel modification shall be in compliance with all applicable state laws, regulations, and policies. Any local ordinance may include provisions to allocate costs for any fuel modification beyond the property line.
  - C. An insurance company that insures an occupied dwelling or occupied structure may require a greater distance than that required under subparagraph (A) if a fire expert, designated by the fire chief or fire official from the authority having jurisdiction, provides findings that the fuel modification is necessary to significantly reduce the risk of transmission of flame or heat sufficient to ignite the structure, and there is no other feasible mitigation measure possible to reduce the risk of ignition or spread of wildfire to the structure. The greater distance may not be beyond the property line unless allowed by state law, local ordinance, rule, or regulation.
2. Remove that portion of a tree that extends within 10 feet of the outlet of a chimney or stovepipe.
  3. Maintain a tree, shrub, or other plant adjacent to or overhanging a building free of dead or dying wood.
  4. Maintain the roof of a structure free of leaves, needles, or other vegetative materials.
  5. Before constructing a new dwelling or structure that will be occupied or rebuilding an occupied dwelling or occupied structure damaged by a fire in that zone, the construction or rebuilding of which requires a building permit, the owner shall obtain a certification from the local building official that the dwelling or structure, as proposed to be built, complies with all applicable state and local building standards, including those described in subdivision (b) of Section 51189, and shall provide a copy of the certification, upon request, to the insurer providing course of construction insurance coverage for the building or structure. Upon completion of the construction or rebuilding, the owner shall obtain from the local building official, a copy of the final inspection report that demonstrates that the dwelling or structure was constructed in compliance with all applicable state and local building standards, including those described in subdivision (b) of Section 51189, and shall provide a copy of the report, upon request, to the property insurance carrier that insures the dwelling or structure.
    - b. A person is not required under this section to manage fuels on land if that person does not have the legal right to manage fuels, nor is a person required to enter upon or to alter property that is owned by any other person without the consent of the owner of the property.

- c. (1) The State Board of Forestry and Fire Protection, in consultation with the Office of the State Fire Marshal, shall develop, periodically update, and post on its internet website a guidance document on fuels management pursuant to this chapter. The guidance document shall include, but not be limited to, regionally appropriate vegetation management suggestions that preserve and restore native species that are fire resistant or drought tolerant, or both, minimize erosion, minimize the spread of flammable nonnative grasses and weeds, minimize water consumption, and permit trees and shrubs near homes for shade, aesthetics, and habitat; and suggestions to minimize or eliminate the risk of flammability of nonvegetative sources of combustion such as woodpiles, propane tanks, decks, and outdoor lawn furniture.
  - i. On or before January 1, 2023, the State Board of Forestry and Fire Protection, in consultation with the Office of the State Fire Marshal, shall update the guidance document to include suggestions for creating an ember-resistant zone within five feet of a structure based on regulations promulgated by the State Board of Forestry and Fire Protection, in consultation with the Office of the State Fire Marshal, to consider the elimination of materials in the ember-resistant zone that would likely be ignited by embers.
- d. For purposes of this section, a structure for the purpose of an ember-resistant zone shall include any attached deck. This section does not limit the authority of the State Board of Forestry and Fire Protection or the Office of the State Fire Marshal to require the removal of fuel or vegetation on top of or underneath a deck pursuant to this section.

## California Code of Regulations

### Title 14 Natural Resources

Title 14, Division 1.5, Chapter 7, Subchapter 3, Fire Hazard, also sets forth requirements for defensible space if the distances specified above cannot be met. For example, options that have similar practical effects include noncombustible block walls or fences, 5 feet of noncombustible material horizontally around the structure, installing hardscape landscaping or reducing exposed windows on the side of the structure with a less-than-30-foot setback, or additional structure hardening such as those required in the California Building Code (CBC), California Code of Regulations Title 24, Part 2, Chapter 7A.

Title 14, Division 1.5, Chapter 7, Subchapter 2, SRA Fire Safe Regulations establishes minimum wildfire protection measures in conjunction with building, construction, and development in the SRA. In 2018, SB 901 expanded the applicability of the SRA Fire Safe Regulations to include areas designated as VHFHSZs in the LRA. These regulations set forth standards related to defensible space applicable to the perimeters and access to residential, commercial, and industrial building construction.

### Title 24 California Building Standards Code

#### California Building Code

Part 2 of Title 24 contains the CBC. Chapter 7A of the CBC regulates building materials, systems, and/or assemblies used in the exterior design and construction of new buildings located within a fire hazard area. Fire hazard areas as defined by the CBC include areas identified as a FHSZ within a State Responsibility Area or a wildland-urban interface\_fire area. The purpose of Chapter 7A is to establish minimum standards for the protection of life and property by increasing the ability of structures located in a fire hazard area to resist the intrusion of flames or burning embers\_projected by a wildfire, and to contribute to a systematic reduction in structural losses from a

wildfire. New buildings located in such areas must comply with the ignition-resistant construction standards outlined in Chapter 7A.

#### California Fire Code

Part 9 of Title 24 contains the CFC, which incorporates by adoption a portion of the IFC with necessary California amendments. The purpose of this code is to establish the minimum requirements to safeguard the public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises, and to provide safety and assistance to firefighters and emergency responders during emergency operations. Chapter 49 of the CFC contains minimum standards for development in the wildland-urban interface and fire hazard areas. Chapter 49 of the CFC has been amended by the VCFD through VCFD Ordinance 32.

The CFC and Office of the State Fire Marshal provide regulations and guidance for local agencies in the development and enforcement of fire safety standards. The CFC is updated and published every 3 years by the California Building Standards Commission. The 2022 CFC took effect on January 1, 2023, and the 2025 CFC will take effect on January 1, 2026. VCFD adopted the 2022 CFC with local amendments.

#### California Public Resources Code

California Public Resource Code, Section 4290, requires minimum fire safety standards related to defensible space that are applicable to residential, commercial, and industrial building construction in State Responsibility Area lands and lands classified and designated as Very High FHSZs. These regulations include road standards for fire apparatus access, standards for signs identifying roads and buildings, fuel breaks and green belts, and minimum water supply requirements. It should be noted that these regulations do not supersede local regulations which equal or exceed minimum regulations required by the state.

#### Fire Hazard Severity Zones

CAL FIRE maps FHSZs based on fuel loading, slope, fire history, weather, and other relevant factors as directed by California Public Resources Code, Sections 4201–4204, and California Government Code Sections 51175–51189. FHSZs are ranked from Moderate to Very High and are categorized for fire protection within a Federal Responsibility Area, State Responsibility Area, or Local Responsibility Area under the jurisdiction of a federal agency, CAL FIRE, or local agency, respectively. As depicted in Figure 4.13-2, the Project site is within an LRA Very High Fire Hazard Severity Zones (VHFHSZ) and is adjacent to other areas designated as VHFHSZ in all directions from the Project Site. The upcoming LRA FHSZ mapping update will expand LRA FHSZs to also include areas of Moderate and High hazard as required through SB83.

#### State Hazard Mitigation Plan

The 2018 California State Hazard Mitigation Plan (SHMP) represents the state’s primary hazard mitigation guidance document and is composed of comprehensive and valuable input provided by State Hazard Mitigation Team members and stakeholders. The 2018 SHMP continues to build upon the state’s commitment to reduce or eliminate potential risks and impacts of natural and human-caused disasters to help communities with their mitigation and disaster resiliency efforts. The 2018 SHMP includes: an updated statewide risk assessment, disaster history, and statistics; recent mitigation progress, success stories, and best practices; updated state hazard mitigation goals, objectives, and strategies; and updated climate mitigation progress and adaptation strategies.



The 2018 SHMP is set to expire in September 2023. Once approved, the Draft 2023 SHMP will become the state's official SHMP (Cal OES 2023a).

### California Strategic Fire Plan

The 2018 Strategic Fire Plan for California reflects CAL FIRE's focus on fire prevention and suppression activities to protect lives, property, and ecosystem services, and natural resource management to maintain the state's forests as a resilient carbon sink to meet California's climate change goals and to serve as important habitat for adaptation and mitigation. The Strategic Fire Plan for California provides a vision for a natural environment that is more fire resilient, buildings and infrastructure that are more fire resistant, and a society that is more aware of and responsive to the benefits and threats of wildland fire, all achieved through local, state, federal, tribal, and private partnerships (CAL FIRE 2018). Plan goals include the following:

1. Identify and evaluate wildland fire hazards and recognize life, property, and natural resource assets at risk, including watershed, habitat, social and other values of functioning ecosystems. Facilitate the collaborative development and sharing of all analyses and data collection across all ownerships for consistency in type and kind.
2. Promote and support local land use planning processes as they relate to: (a) protection of life, property, and natural resources from risks associated with wildland fire, and (b) individual landowner objectives and responsibilities.
3. Support and participate in the collaborative development and implementation of local, county, and regional plans that address fire protection and landowner objectives.
4. Increase fire prevention awareness, knowledge and actions implemented by individuals and communities to reduce human loss, property damage and impacts to natural resources from wildland fires.
5. Integrate fire and fuels management practices with landowner/land manager priorities across jurisdictions.
6. Determine the level of resources necessary to effectively identify, plan and implement fire prevention using adaptive management strategies.
7. Determine the level of fire suppression resources necessary to protect the values and assets at risk identified during planning processes.
8. Implement post-fire assessments and programs for the protection of life, property, and natural resource recovery.

### Regional

#### Mutual Aid Agreements

The California Disaster and Civil Defense Master Mutual Aid Agreement (Master Mutual Aid Agreement), as provided by the California Emergency Services Act, provides statewide mutual aid between and among local jurisdictions and the state. The statewide mutual aid system exists to ensure that adequate resources, facilities, and other supports are provided to jurisdictions whenever resources prove to be inadequate for a given situation. Ventura County Fire Department is a signatory to this agreement and can assist or receive assistance from other fire departments within the state. Each jurisdiction controls its own personnel and facilities but can give and receive help as needed. The VCFD is within Cal OES Mutual Aid Region I, which covers Los Angeles, Orange, Santa Barbara, and Ventura Counties (CAL OES 2023b).

## Local

### Standardized Emergency Management System

Local governments, including cities, counties, and special districts, manage and coordinate the overall emergency response and recovery activities within their jurisdiction. Local governments are required to use a standard emergency management system (SEMS) when their emergency operations center is activated, or a local emergency is proclaimed, to be eligible for state funding of response-related personnel costs. Local governmental levels must provide the following functions: management, operations, planning/intelligence, logistics, and finance/administration. Local jurisdictions are responsible for the overall direction of personnel and equipment provided for emergency operations through mutual aid (California Government Code Section 8618). A SEMS has been adopted by the City to manage a response to multi-agency and multi-jurisdictional emergencies and to facilitate communications and coordination between all levels of the system and among all responding agencies (City of Thousand Oaks 2020).

### City of Thousand Oaks Emergency Response and Evacuation Plans

The Emergency Operations Plan (EOP) is the primary emergency response plan for the City. The EOP addresses the City's planned response to significant emergencies. The EOP does not address routine day-to-day emergencies. Instead, the operational concepts reflected in the EOP focus on large-scale disasters that exceed the City's resources and require an emergency response. The EOP is designed to be exercised before an emergency and to include the City as part of SEMS and the NIMS. Each element of the emergency management organization is responsible for assuring the preparation and maintenance of appropriate and current Standard Operating Procedures (SOPs), resource lists, and checklists that detail how assigned responsibilities are performed to support implementation of the EOP and to ensure an effective response during a disaster. Such SOPs include the specific emergency authorities that designated officials and their successors can assume during emergencies. The EOP also recognizes the following local/regional emergency response and evacuation plans that augment or inform the EOP (City of Thousand Oaks 2020):

- Ventura County Operational Area Emergency Operations Plan
- Ventura County Dam Failure Response Plan
- Ventura County Energy Shortage Emergency Response Plan
- Ventura County Oil Spill Response Plan, revised November
- Ventura County Hazard Materials Area Plan
- Ventura County Operational Area Tsunami Evacuation Plan
- Ventura County Animal Regulation Department Emergency Operations Plan
- Ventura Nuclear Response Plan
- Ventura County Hazard Mitigation Plan

### City of Thousand Oaks General Plan

The City of Thousand Oaks General Plan was adopted in 2023 and provides the policy framework and guides development decisions in the City of Thousand Oaks. The Land Use Element designates the proposed general distribution and general location and extent of uses to establish a fiscally sustainable balance of land uses, while continually seeking new and innovative ways to enhance the City's quality of life. The Safety Element of the General

Plan provides an overview of fire hazards in the County, including wildland fires and structural fires in the urban area. The following goals and policies relating to wildfire hazards are outlined in the General Plan Safety Element (City of Thousand Oaks 2023).

Goal S-5. Provide necessary prevention services to reduce loss and damage due to wildfire.

Policy 5.2. Road widths and clearances. Ensure that new development has appropriate road widths and clearances in accordance with:

- Standards specified in the Thousand Oaks Road Standards and construction specifications in effect at the time of construction.
- Any other standard and specific conditions required by State and County Fire Codes and CFPD in the permit application.

Policy 5.3. Defensible spaces. Establish defensible spaces in the wildland urban interface (WUI) interface to protect against wildfire. Defensible spaces shall:

- Establish and maintain a defensible perimeter or other measures in compliance with state and local codes around each habitable structure along the WUI interface.
- Provide for the removal of annual fuels within the defensible perimeter.
- Provide any fire suppression resource from any agency the opportunity to successfully protect structures and other valuable properties during a wildfire threat.
- Create an ember resistant zone by using extra fuel reduction measures, pursuant to AB 3074.
- Protect watershed areas from exposure to structure fires in the WUI interface areas.
- Require fuel modification zones for new development within the VHFHSZ.

Policy 5.4. Public facilities and utilities in high fire zones. Discourage the location of new public facilities and above-ground utilities in Very High Fire Hazard Severity Zones. When unavoidable, special precautions should be taken to minimize potential fire impacts to public facilities.

Policy 5.10. Fire protection for new development. Require that all new development have adequate fire protection and that development can be served with VCFD's response time goal.

Policy 5.11. Develop fire safety compliance. Ensure that all new development in SRAs or VHFHSZs complies with fire safety requirements, including the most current version of the California Building Codes, California Fire Code, and Fire Safe Regulations for fuel modification around homes and subdivisions.

Policy 5.12. Fire management best practices. Require that developments located in wildland urban interface areas incorporate measures to reduce the threat of wildfires, accounting for any increased risk related to climate change. Clearly delineate fuel modification areas on grading plans.

Policy 5.16. Fire clearance. Continue to establish and maintain community fuel breaks and fuel modification/reduction zones, including public and private road clearance. Provide a plan detailing long-term maintenance including implementation methods and funding source.

Policy 5.19. Siting new development. Prioritize all new residential development to be built outside the VHFHSZ.

Policy 5.20. Fire Protection Plans. Require Fire Protection Plans for all new development in VHFHSZs.

### Ventura County Multi-District Hazard Mitigation Plan: 2022 Update

The City of Thousand Oaks alongside other jurisdictions partnered with the County of Ventura to implement a Multi-District Hazard Mitigation Plan in 2015 which has since been updated in 2022 bringing the plan into compliance with the most recent state and federal hazard mitigation regulations. This plan supersedes the City of Thousand Oaks Local Hazard Mitigation Plan adopted in 2011. The goal of the MDHMP is to reduce or alleviate the loss of life, personal injury, and property damage that could result from a disaster and includes planning efforts, policy changes, programs, studies, improvement projects and other steps to reduce the impacts of hazards (Ventura County 2022).

### Ventura County Fire Department 2023 Unit Fire Plan

The Ventura County Fire Department has developed a fire plan that details the County Fire Department's goals and strategies for proactively coordinating fire facility, service, and equipment needs for. It incorporates and supports the State's Strategic Fire Plan and aims at ensuring that the VCFD is well-positioned to protect the residents of Ventura County and their environment against catastrophic fire conditions.

### Ventura County Fire Protection District Ordinance No. 32

Ordinance No. 32 adopted by the Ventura County Fire Protection District is referred to as the Ventura County Fire Code by repealing Ordinance 31, adopting by reference the 2022 California Fire Code together with, portions of the 2021 international fire code, and portions of Title 19 of the California Code of Regulations, with additions, deletions and amendments and incorporating by reference Fire District Ordinance No. 29. Ordinance No. 32 also amends portions of Chapter 49 of the CFC.

### Ventura County Fire Department Guideline 418 – Defensible Space

The VCFD has developed Guideline 418 to detail the defensible space and fuel modification zone provisions, which are intended to mitigate the risk to life and structures from intrusion of fire from wildland fire exposures, fires from adjacent structures, and to mitigate fires from spreading to wildland fuels that may threaten to destroy life, overwhelm fire suppression capabilities, or result in large property loss. Home and building loss during wildfires occur from one or more of the three basic wildfire exposures: 1) Embers, 2) Radiant heat, and 3) Direct flame contact.

Proper installation, spacing and maintenance of plants and landscaping is one of the key elements in the survivability of a structure during a wildfire. This guideline is intended to supplement VCFD Ordinance, VCFD Standard 515 – Defensible Space and Fuel Modification Zone requirements and State Law.

**Where Defensible Space Is Required:** All properties located within a State mapped Fire Hazard Severity Zone (FHSZ), or a local Hazardous Fire Area (HFA) as determined by the fire department, are required to provide defensible space in accordance with California Public Resource Code (PRC) 4291; California Government Code (GC) 51182; California Code of Regulations (CCR) Title 14, Section 1299.03; CCR Title 19, Section 3.07; and the current adopted edition of the VCFD's Ordinance.

**VCFD Local Ordinance:** The VCFD Ordinance is more restrictive than State laws. Property owners are required to provide a 100-foot defensible space on their property around any buildings, including buildings on neighboring properties. A property owner is only responsible for the portion of the 100-foot zone that is on their own property, and the adjacent property owner is responsible for implementing the remaining defensible space to achieve a full 100 feet of fuel modification around structures. Properties without buildings are also subject to the 100-foot defensible space requirements if a structure on a neighboring property is located within 100-feet of natural vegetation.

### Ventura County Fire Department Standard 515 – Defensible Space and FMZs

The VCFD has developed Standard 515 detail the defensible space and fuel modification zone provisions, which are intended to mitigate the risk to life and structures from intrusion of fire from wildland fire exposures and fire exposures from adjacent structures. Furthermore, the intent is to prevent fires from spreading to wildland fuels that may threaten to destroy life, overwhelm fire suppression capabilities, or result in large property loss. Proper installation, spacing, and maintenance of plants and landscape is one of the key elements in the survivability of a structure during a wildfire. This standard provides the general requirements for the installation, maintenance, and spacing for plants, trees, other vegetation and combustible items within a defensible space and fuel modification zone (FMZ) required by the Ventura County Fire Code and state law (reference VCFC Chapter 49).

**Responsibility:** Any person owning, leasing, controlling, operating, or maintaining any building in, upon, or adjoining any Wildland-Urban Interface (WUI) area, and any person owning, leasing, or controlling any land adjacent to such buildings shall provide around and adjacent to such building an effective defensible space FMZ for a distance not less than 100-feet from all portions of the building. Distances may be increased by the Fire Department because of a site-specific analysis, based on local conditions and, when required, based on a Fire Protection Plan.

**Clearance Area:** Property owners are required to maintain only the portion of the defensible space zone that falls upon their property. If the required defensible space zone crosses property lines, then each affected property owner is responsible only for the portion that occurs on their property, regardless of which property the building is located upon. Reference: Ventura County Fire Code.

### City of Thousand Oaks Municipal Code

The City of Thousand Oaks adopts the California Building code with amendments in Section 8-1.02, in alignment with the most recent version of the Ventura County Fire Code and any amendments and additions adopted by the Ventura County Fire Department.

## 4.13.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts to wildfire are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to wildfire would occur if the Project would:

- A. Substantially impair an adopted emergency response plan or emergency evacuation plan.
- B. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

- C. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
- D. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

## 4.13.4 Impacts Analysis

### *A) Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?*

#### Cancer Center Site

**Less-than-Significant Impact.** The City of Thousand Oaks's current 2020 Emergency Operations Plan (EOP) was adopted on February 25, 2020 (City of Thousand Oaks 2020). The EOP provides emergency guidelines for responding to disasters, including wildfire. Emergency response is managed from the Emergency Operations Center, located at City Hall, 2100 Thousand Oaks Boulevard. If the Emergency Operations Center is damaged or inaccessible in an emergency, an alternative Emergency Operation Center would be identified.

In the event of an emergency requiring evacuation, the Ventura County Sheriff Department (VCSD) (or if delayed, the Public Works Director) is responsible for coordinating evacuation. Evacuation routes are determined for each emergency based on the nature of the event and the location of evacuation shelters. Major evacuation routes located near the Cancer Center site include U.S. 101, SR-23, and Thousand Oaks Boulevard. As discussed in Appendix J, access (ingress and egress) to the site would be provided through two entrances at Rolling Oaks Drive and Los Padres Drive with Haaland Road serving as an additional access road to the site. On-site circulation improvements (driveways and internal drive aisles) and underground utility connections would be designed in accordance with all applicable design standards set forth by the City, which were established to ensure safe and efficient vehicular circulation and emergency access. Internal circulation would comply with City and VCFD width, clearance, and turning-radius requirements for fire apparatus access (Ventura County Fire Protection District Ordinance Number 29). Because the Project would comply with all applicable local requirements related to emergency vehicle access and circulation and would not result in closure or blockage of external City roads, the Project would not impair an emergency response plan or evacuation plan and impacts would be **less than significant**.

#### Janss Road Site

**Less-than-Significant Impact.** As stated above, the City has subsequently updated the EOP, including the most recent 2020 EOP (City of Thousand Oaks 2020).

In the event of an emergency requiring evacuation of future residential development at the Janss Road site, the VCSD (or if delayed, the Public Works Director) is responsible for coordinating evacuation. Evacuation routes are determined for each emergency based on the nature of the event and the location of evacuation shelters. Major evacuation routes located near the Janss Road site include U.S. 101, SR-23, Janss Road, and North Lynn Road.

Future residential development would be required to comply with all applicable design standards set forth by the City, which were established to ensure safe and efficient vehicular circulation and emergency access. Internal circulation would comply with City and VCFD width, clearance, and turning-radius requirements for fire apparatus access (Ventura County Fire Protection District Ordinance Number 29). Because the future development would be required to comply with all applicable local requirements related to emergency vehicle access and circulation and would not

result in closure or blockage of external City roads, the Project would not impair an emergency response plan or evacuation plan and impacts would be **less than significant**.

***B) Due to slope, prevailing winds, and other factors, would the Project exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

### Cancer Center Site

**Less-than-Significant Impact with Mitigation Incorporated.** The Project involves the development of a new comprehensive cancer center on 4.92 acres in a VHFHSZ within the southern portion of the City of Thousand Oaks (City). The Cancer Center site currently consists of vacant land and is adjacent to an existing Surgical Medical Office, vacant open space to the north, vacant land, and semi-rural Single-Family Residences in unincorporated Ventura County to the south, single family estates to the east, and Multi-Family Residential Development, across Los Padres Drive to the west. Construction of the Cancer Center would require regrading and compacting the site to a flat surface and would not significantly alter on-site slopes such that fire risk would be exacerbated.

The prevailing wind pattern in the Project area is from the west (onshore) from approximately March to October. The wind is most often from the north during the remainder of the year (WeatherSpark 2021). Surface winds can also be influenced locally by topography and slope variations. The highest wind velocities are associated with downslope, canyon, and Santa Ana winds. The Cancer Center site does not include topographic features (chimneys, narrow canyons, etc.) that would create unusual weather conditions. However, the site is subject to periodic extreme fire weather conditions that occur throughout Ventura County.

The property is vegetated with several ornamental trees, protected status trees (oaks and a California bay laurel) and shrubs. Disturbed coastal sage scrub is found on the southern part of the site blending to open space on the adjacent vacant parcel. In its current condition, the Cancer Center Site, like many areas throughout Southern California and Ventura County, is subject to seasonal weather conditions that can heighten the likelihood of fire ignition and spread, and, considering the adjacent terrain and vegetation, may result in a moderate-moving and intense wildfire.

Additionally, surrounding open space and undeveloped areas designated as VHFHSZ contain vegetation and terrain that could contribute to the spread of a wildfire or pollutant concentrations from a wildfire in proximity to the Cancer Center site. Additionally, Project construction and operation would introduce new potential sources of ignition to the Cancer Center site and Project area, as well as additional habitable structures and people in a VHFHSZ.

### Construction

Project construction would introduce new potential sources of ignition to the Cancer Center site, including the use of heavy machinery and the potential for sparks during welding activities or other hot work. The Project must comply with City, state and VCFD requirements for construction activities in hazardous fire areas, including fire safety and prevention practices, to reduce the possibility of fire ignitions during construction activities. As outlined in **MM-WF 1**, vegetation management requirements would be implemented at the start of and throughout all phases of construction, and combustible materials would not be brought on site until site improvements (e.g., utilities, access roads, fire hydrants, fuel modification zones) have been implemented and approved by VCFD. Additionally, all new permanent power lines would be undergrounded for fire safety purposes. The pre-construction requirements outlined in **MM-WF-1** would reduce the risk of wildfire ignition and spread on the Cancer Center site during construction activities. Further, the Project would be subject to additional requirements, as required and enforced

by VCFD, such as limiting or ceasing construction work during high-wind weather events. Construction equipment and vehicles accessing the Cancer Center site would be required to be equipped with spark arrestors, and construction contractors would be empowered to limit or pause construction activities when fire risk is high, such as during Red Flag Warnings and High to Extreme Fire Danger days determined by the VCFD. Additionally, existing fire hydrants would be kept in service during construction. As such, a water source would be immediately available in the event of a fire, and contractors would be required to have access to functional fire extinguishers at all times and be trained in their proper use. With implementation of these measures, construction-related impacts would be less-than-significant with mitigation incorporated.

## Operation

Once operational, the Project would introduce new potential sources of ignition to the Project area, including increased human activity on the Cancer Center site and additional vehicles traveling on internal and external roads. As described in Appendix J, multiple fires have burned in proximity to the Cancer Center site. Due to the Project's location in a VHFHSZ, the Project would be required to design, construct, and maintain structures, roadways, and facilities in compliance with applicable local, regional, state, and federal requirements related to fire safety, emergency access, and evacuation, as well as building materials, setbacks, and defensible space requirements for development in fire hazard areas. The local, state, and federal rules, regulations, and policies set forth minimum standards for development strategies, building materials, and systems and fire prevention strategies for development in the wildland-urban interface and fire hazard areas to reduce the risk of wildfire damage and losses. The Project would be developed according to all applicable sections of the current building codes and fire codes in the 2022 California Building Code and the California Fire Code, as amended by the Ventura County Fire Code (Ventura County Municipal Code Section 5111, Ordinance No. 32). These codes include provisions for building materials, vegetation clearance, and defensible space for fire prevention and safety. Chapter 7A of the California Building Code regulates building materials, systems, and/or assemblies used in the exterior design and construction of new buildings located within fire hazard areas. Chapter 7A establishes minimum standards for the protection of life and property by increasing the ability of a building to resist the intrusion of flames or burning embers projected by a vegetation fire, and to contribute to a systematic reduction in property damage or loss. New buildings located in fire hazard areas must comply with the ignition-resistant construction and fire protection standards outlined in California Building Code Chapter 7A. These requirements address roofs, eaves, exterior walls, vents, appendages, windows, and doors and result in hardened structures that have been proven to perform at high levels (resist ignition) during the typically short duration of exposure to burning vegetation from wildfires. While these standards will provide a high level of protection to structures in this development, there is no guarantee that compliance with these standards will prevent damage or destruction of structures by fire in all cases. Specifically for this project, the proposed Cancer Center structure will be constructed to the Type II-B construction requirements. Similar to Type I buildings, building materials of Type II-B construction, including interior walls, framing, floors, roofing, and exteriors, are all made of non-combustible materials such as metal or concrete. However, they are not considered fire resistant. As such, **MM-WF-3** shall be implemented to require additional fire-resistant features on the eastern side of the building.

## Vegetation Management and Setbacks

In addition to building materials and standards, the Project must comply with vegetation clearance and defensible space requirements or achieve equivalent structural protection. Project landscaping would consist of hardscape, irrigated turf, planting areas and trees.



The proposed Cancer Center site would be exposed to naturally vegetated open space areas along the northeast, east, and south portions of the site. The rest of the proposed development is adjacent to existing roadways to the west and north, existing residential communities to the west, southwest, and further south, and an existing Medical Office facility with on-site parking directly to the north. One hundred feet or more of Fuel Modification and defensible space would be provided around the north, south, and west sides of the proposed medical office structure while the eastern side of the structure would achieve approximately 85 feet of on-site fuel modification and defensible space, measured from the structure outward towards the property line/undeveloped areas. The on-site FMZs consist of a combination of irrigated, thinned vegetation, hardscape and ornamental landscape areas and would be in accordance with California Government Code 51182, as described above, as well as VCFD's Ordinance 32 Appendix W, VCFD Guideline 418 – Defensible Space, Standard 515 – Defensible Space and Fuel Modification Zones, and Standard 517 – Application of Mulch and Chips in Defensible Space (revised January 2023). On-site FMZs for the property would include between approximately 85 and 100 feet of fuel modification (Zones 0, 1, and 2) around all sides of the structure and throughout the development. Figure 4.13-3 illustrates the FMZ Plan proposed for the proposed Cancer Center site, including a 5-foot Zone 0 (0 to 5 feet around the structures), a minimum 25-foot-wide limited planting area Zone 1 (5 to 30 feet from the structures and decks), and a minimum 70-foot-wide limited planting area Zone 2 extending from the structures towards the undeveloped areas. To ensure that project landscaping would not create a fire risk, **MM-WF-2** would be implemented to require review of the final landscape plans by VCFD to ensure that plants are adequately spaced, drought-tolerant, and low-fuel-volume.

Based on review of the project site plan, 100 feet of on-site FMZs would not be achievable on the eastern side of the building due to site constraints. As such, the proposed Cancer Center structure would need to be augmented with additional fire enhancement building construction features that meet or exceed the level of protection provided by 100 feet of fuel modification, as discussed in more detail below in the Building Materials section.

According to California Government Code 51182, no clearance is required beyond the property line by the owner unless modified by local ordinance. The local VCFD ordinance is consistent with California Government Code 51182 in that the property owner is not responsible, but instead the adjacent owner is responsible to maintain off-site defensible space. Section 1.4 and 1.4.1 of VCFD's Standard 515 – Defensible Space and Fuel Modification Zones and Guideline 418 – Defensible Space, states that all properties located within a State mapped Fire Hazard Severity Zone (FHSZ), or a local Hazardous Fire Area (HFA) as determined by the fire department, are required to provide defensible space in accordance with California Public Resource Code 4291; California Government Code 51182; California Code of Regulations Title 14, Section 1299.03; CCR Title 19, Section 3.07; and the current adopted edition of the VCFD Ordinance. VCFD's Local Ordinance is more restrictive than State laws and states that property owners are required to provide a 100-foot defensible space on their property around any buildings, including buildings on neighboring properties. The property owner is only responsible for the portion of the 100-foot zone that is on their property, while the adjacent property owner is responsible for maintaining the remainder of the 100 feet of defensible space. Properties without buildings are also subject to the 100-foot defensible space requirements if the property is less than 100 feet from any building on neighboring properties.<sup>1</sup>

The fuel modification zones would be constructed from the structure outwards towards undeveloped areas. It should be noted that the full 100-foot defensible space zone from project buildings is required by the VCFD Ordinance 32. Therefore, mitigation is needed to address the 85-foot FMZ on the eastern side of the building, as the remaining defensible space needed (approximately 15 feet) cannot be achieved on-site and cannot be

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<sup>1</sup> VCFD's Guideline 418 – Defensible Space can be reference at [https://s44762.pcdn.co/wp-content/uploads/2021/10/418-Defensible\\_Space.pdf](https://s44762.pcdn.co/wp-content/uploads/2021/10/418-Defensible_Space.pdf) and Standard 515 - Defensible Space and Fuel Modification Zones can be referenced at <https://s44762.pcdn.co/wp-content/uploads/2020/02/515-Defensible-Space-and-Fuel-Modification-Zones-Standard.pdf>.

guaranteed to be maintained by the adjacent property owner(s). To adequately address the deficient defensible space zone east of the proposed building, **MM-WF-3** would be implemented to require code-exceeding fire protection features along the eastern side of the building that meet or exceed the level of protection 100 feet of fuel modification provides.

### Building Materials

Due to the project location in a Very High FHSZ, the project would be required to comply with the latest ignition and ember resistant construction materials and methods for roof assemblies, walls, vents, windows, and appendages, as mandated by the California Building Code (Chapter 7A) and California Fire Code (Chapter 49), as well as local ordinances and amendments. Based on the predicted fire intensity, duration and flame lengths anticipated to occur at the Cancer Center site (further discussed below in the Fire Behavior Modeling section), the highest concern is considered to be from firebrands or embers as a principal ignition factor. Construction requirements for development in fire hazard areas would help to reduce the likelihood of ignition and increase structural survivability. The Project would be developed according to all existing building codes and fire codes, as indicated in the Ventura County Fire Code which adopts the 2022 California Fire Code, and the City's fire hazard zone requirements (Thousand Oaks Municipal Code Section 4-6.01). These codes include provisions for building materials, infrastructure, and defensible space, site access, and fire protection systems (e.g., water, fire flow, fire hydrants, interior fire sprinklers). All structures would be constructed in accordance with the enhanced ignition-resistant construction standards of the Ventura County Fire Code, VCFD's Ordinance 32, and 2022 CFC standards, and the 2022 CBC standards (Chapter 7A). These requirements address roofs, eaves, exterior walls, vents, appendages, windows and doors, and result in hardened structures that have been proven to perform at high levels (resist ignition) during the typically short duration of exposure to the flaming-front of burning vegetation from wildfires.

Further, infrastructure, such as Project roads, water service, fire hydrants, and automatic fire sprinkler systems would be implemented in accordance VCFD Fire Ordinances and Standards (VCFD Ordinance No. 32), and nationally accepted fire protection standards.

Due to the inability to achieve the full 100-foot FMZ on the eastern side of the building, **MM-WF-3** requires code-exceeding fire protection features that meet or exceed the level of protection 100 feet of fuel modification provides. Specifically for the eastern side of the building where the on-site FMZs would be less than 100 feet, the project's structure would be augmented with window upgrades that are code-exceeding, dual pane, both panes tempered and an additional layer of code-exceeding 1-hour rated 5/8-inch Type X fire rated gypsum sheathing applied behind the exterior covering or cladding (stucco or exterior siding) on the exterior side of the framing, from the foundation to the roof for a facade on the exposed sides of the structure (only along the east side of the structure). Dual pane, one pane tempered glass has been shown during testing and in fire assessments to significantly decrease the risk of breakage and ember entry into structures. Therefore, requiring code-exceeding dual pane, both panes tempered is anticipated to be an important safety measure that provides enhanced structure protection and provides mitigation for the reduced fuel modification zones and limited setbacks from adjacent structures. *The window upgrade exceeds the requirements of Chapter 7A of the CBC and provides additional protection for the structure's most vulnerable exterior eastern side.* Furthermore, the eastern wildland exposed sides of the structure are also required to include 5/8-inch Type X fire rated gypsum sheathing applied behind the exterior covering or cladding (stucco or other non-combustible material) on the exterior side of the framing, from the foundation to the roof for a facade facing the open space and naturally vegetated areas to the east. The 5/8-inch Type X fire rated gypsum sheathing is required to be manufactured in accordance with established ASTM standards defining type X wallboard sheathing as that which provides not less than one-hour fire resistance when evaluated in specified building assemblies and has been tested and certified as acceptable for use in a one-hour fire rated system. CertainTeed Type X Gypsum Board has a Flame

Spread rating of 15 and Smoke Developed rating of 0, in accordance with ASTM E 84, (UL 723, UBC 8-1, NFPA 255, CAN/ULC-S102); UL classified for Fire Resistance (ANSI/UL 263; ASTM E119) and listed under UL File No. CKNX.R3660 (Certainteed 2021). As such, with implementation of the code-exceeding building protection features outlined in **MM-WF-3**, in combination with an 85-foot FMZ, the eastern side of the proposed building would have equivalent protections as provided by the full 100-foot FMZ.

## Fire Behavior Modeling

As presented in Appendix J, fire behavior modeling was conducted for pre- and post-Project conditions to document the type and intensity of fire that would be expected to occur on and adjacent to the Cancer Center site given site characteristics (i.e., topography, vegetation, and weather). Three fire scenarios were evaluated for pre- and post-project conditions: a summer, onshore weather condition, and two extreme fall, offshore weather conditions. The location and direction of each fire modeling scenario is presented in Figure 4.13-4. The results of fire behavior modeling analysis for pre- and post-project conditions are presented in Table 4.13-2 and Table 4.13-3, respectively.

### Pre-Project Conditions

As presented in the Fire Behavior Analysis Summary (Appendix C of Appendix J), fire behavior was modeled to be primarily of low to moderate intensity through the non-maintained surface grass and grass-shrub dominated fuels northeast, east, and south of the Cancer Center site. Under typical onshore weather conditions, a surface vegetation fire could have flame lengths approaching 15 feet in height and spread rates of approximately 0.8 mph. Spotting distances, where airborne embers can ignite new fires downwind of the initial fire, can originate approximately 0.6 miles away.

A worst-case fire behavior under peak weather conditions (represented by Fall Weather, Scenario 1) is anticipated to be a wind-driven fire from the east/northeast during the fall. Under such conditions, expected surface flame length are expected to reach approximately 23 feet with wind speeds of 50+ mph. Under this scenario, fireline intensities reach 11,564 BTU/feet/second with moderate spread rates of 4.1 mph and could have a spotting distance up to 1.5 miles away.

**Table 4.13-2. RAWs BehavePlus Fire Behavior Model Results - Existing Conditions of Cancer Center Site**

Fire Scenarios	Flame Length <sup>1</sup> (feet)	Fireline Intensity <sup>1</sup> (BTU/feet/second)	Spread Rate <sup>1</sup> (mph <sup>2</sup> )	Spotting Distance <sup>1</sup> (miles)
<b>Scenario 1: 2% slope; Fall, extreme off-shore winds (97<sup>th</sup> percentile) – Pre-FMZ (NE of project site)</b>				
Low-load grass dominated fuels (Gr2)	8.4 (14.1) <sup>3</sup>	577 (1,791)	1.4 (4.2) <sup>3</sup>	0.3 (1.1) <sup>3</sup>
Low-load timber-shrubs (Sh4)	11.3 (23.2)	1,103 (5,261)	0.9 (4.1)	0.4 (1.5)
<b>Scenario 2: 26% slope; Fall, extreme off-shore winds (97<sup>th</sup> percentile) – Pre-FMZ (SE/E of project site)</b>				
Moderate-load grass-shrub fuels (Gs2)	9.2 (19.0) <sup>3</sup>	702 (3,405)	0.8 (3.9) <sup>3</sup>	0.4 (1.3) <sup>3</sup>
Moderate-load shrubs fuels (Sh2)	7.7 (15.2)	483 (2,110)	0.2 (0.9)	0.3 (1.1)
<b>Scenario 3: 3% slope; Summer on-shore winds (50<sup>th</sup> percentile) – Pre-FMZ (S of project site)</b>				
Moderate-load grass-shrub fuels (Gs2)	5.0	187	0.3	0.3
High-load grass-shrub fuels (Gs4)	15.1	2,063	0.4	0.6
Moderate-load shrub fuels (Sh2)	1.7	18	0.0	0.1
High-load shrub fuels (Sh5)	14.3	1,831	0.8	0.5

**Note:**

<sup>1</sup> Wind-driven surface fire.

- <sup>2</sup> MPH=miles per hour.
- <sup>3</sup> Flame length, spread rate, and spotting distance from a wind driven surface fire; it should be noted that the wind mph in parenthesis represent peak gusts of 50 mph

### Post-Project Conditions

Fire behavior modelling was also conducted for post-fuel modification zones. Typical fuel modification includes establishment of minimum 100-foot wide fully irrigated fuel modification zone (Zones 0 and 1) beginning at the structure. For modeling the post-FMZ treatment condition, the fuel model assignment was determined based on the specific fuels management (e.g., irrigated, fire resistive landscaping) treatment that will be used throughout the medical office project area.

Based on the BehavePlus analysis, post development fire behavior expected in the irrigated and replanted with plants that are acceptable with the VCFD (FMZ Zones 0 and 1 - Gr1) under peak weather conditions experience a reduction in flame length and intensity. Fuel modification would result in a reduction to approximately 3.1 feet by the time the interior irrigated landscapes of the FMZ (Zones 0 and 1) are reached. During onshore weather conditions, a fire approaching from the west/southwest towards the development footprint would have low fire intensity and spotting distances due to the higher live and dead fuel moisture contents. These reduction of flame lengths and intensities are assumed to occur within the 85 to 100 feet of fuel modification that is achieved for the entire site. For the eastern side of the building, 85 feet of FMZ can be achieved on the project site but the additional 15 feet of FMZ would be off site. Because maintenance of this off-site FMZ cannot be guaranteed, the project proposes to implement **MM-WF-3** to provide equivalent protection to the structure as a full 100-foot FMZ. Therefore, the FMZs proposed for the project are approximately 5-times the flame length of the worst-case fire scenario under peak weather conditions under existing conditions (approximately 19-foot flame lengths as shown in Table 4.13-2).

**Table 4.13-3. RAWs BehavePlus Fire Behavior Model Results - Post Project Conditions of Cancer Center Site**

Fire Scenarios	Flame Length <sup>1</sup> (feet)	Fireline Intensity <sup>1</sup> (BTU/feet/second)	Spread Rate <sup>1</sup> (mph <sup>2</sup> )	Spotting Distance <sup>1</sup> (miles)
<b>Scenario 1: 2% slope; Fall, extreme off-shore winds (97<sup>th</sup> percentile) – Pre-FMZ (NE of project site)</b>				
Fuel Model NB1	N/A	N/A	N/A	N/A
Fuel modification zones 0 and 1 (Gr1)	3.1 (3.1) <sup>3</sup>	67 (67) <sup>3</sup>	0.5 (0.5) <sup>3</sup>	0.2 (0.3) <sup>3</sup>
<b>Scenario 2: 26% slope; Fall, extreme off-shore winds (97<sup>th</sup> percentile) – Pre-FMZ (SE/E of project site)</b>				
Fuel Model NB1	N/A	N/A	N/A	N/A
Fuel modification zones 0 and 1 (Gr1)	3.1 (3.1)	67 (67)	0.5 (0.5)	0.2 (0.4)
<b>Scenario 3: 3% slope; Summer on-shore winds (50<sup>th</sup> percentile) – Pre-FMZ (S of project site)</b>				
Fuel Model NB1	N/A	N/A	N/A	N/A
Fuel modification zones 0 and 1 (Gr1)	1.8	19	0.2	0.1

**Note:**

- <sup>1</sup> Wind-driven surface fire.
- <sup>2</sup> MPH=miles per hour.
- <sup>3</sup> Flame length, spread rate, and spotting distance from a wind driven surface fire; it should be noted that the wind mph in parenthesis represent peak gusts of 50 mph.

## Summary

Given the anticipated growing population of Ventura County's wildland urban interface (WUI) areas and the region's fire history, it can be anticipated that periodic wildfires will occur in the open space areas of Ventura County, with the natural open spaces near the Cancer Center site being no exception. Given the climatic, vegetative, topographic characteristics, and local fire history of the area, the Cancer Center site, once developed, could be subject to periodic wildfires that may start on, burn onto, or spot into the site. The potential for an off-site wildfire encroaching on, or showering embers on the site is considered moderate, but risk of ignition from such encroachments or ember showers is considered low based on the type of construction and additional fire protection features during project construction and operation (**MM-WF-1**, **MM-WF-2**, **MM-WF-3**) that would be provided.

The proposed Project would introduce potential ignition sources to the site during both construction and operation; however, during construction, improvements would be made to the site prior to bringing combustible materials on site (**MM-WF-1**), including vegetation management, utilities, and site access; FMZs would be implemented and project landscaping would consist of irrigated, spaced, and low flammability plants and would reviewed and approved by VCFD (**MM-WF-2**); and all new structures would be constructed to Ventura County Fire Code, Ventura County Fire Protection District's Fire Ordinance 32, and 2022 CFC standards, as well as code exceeding standards to reduce structural flammability where on-site FMZs are less than 100 feet (**MM-WF-3**). Further, existing developed areas surrounding the Cancer Center site separate the site from large areas of undeveloped land and serve as fuel breaks, as well as provide adequate staging areas that can be used by fire apparatus or emergency personnel in the event of a wildfire approaching the site.

Wildlands near the Cancer Center site are expected to be exposed to periodic wildfire ignition and spread and may be subject to nearby wildfire. A response map update, including roads and fire hydrant locations, in a format compatible with current department mapping would be provided to the VCFD for approval. Further, adequate water supply, approved paved access roadways and site improvements within the active development area as pictured in the Project's Fire Access Plan would be in place, including utilities, operable fire hydrants, an approved, temporary roadway surface, and fuel modification zones established, prior to any combustibles on site (**MM-WF-1**).

As discussed, the ignition-resistant construction standards required for development in a FHSZ address roofs, eaves, exterior walls, vents, appendages, windows, and doors and result in hardened structures. The Project would implement a fire hardened landscape, highly ignition resistant structures, and conversion of natural fuels to developed areas, with designated review of all landscaping and maintenance of fuel modification areas (**MM-WF-2**). Fires from off-site would not have continuous fuels across this site. Based on the predicted fire intensity and duration along with flame lengths for the Cancer Center site and the provided FMZs, the greatest concern is considered to be from firebrands or embers as a principal ignition factor. Burning vegetation embers may land on project structures but are not likely to result in ignition based on ember decay rates and the types of non-combustible and ignition-resistant materials that will be used on site. The project would comply with applicable ignition-resistant fire and building codes and would include a layered fire protection approach which is designed to current codes and inclusive of site-specific measures that would result in a project that is less susceptible to wildfire than surrounding landscapes. These ignition-resistant features would create a redundant system of protection to minimize the likelihood of exposing residents and visitors, as well as structures, to the uncontrolled spread of a wildfire. This same fire protection system would provide protections from an on-site fire spreading to off-site vegetation. As such, accidental fires within the maintained landscape or structures would have limited ability to spread. It should be noted that while these standards would provide an elevated level of protection to structures for the proposed Project, there is no guarantee that compliance with these standards would prevent damage or destruction of structures by fire in all cases.

The goal of the FMZs along with the fire protection features provided for the project is to provide the proposed Cancer Center structure with the ability to survive a potential wildland fire while minimizing impacts on response resources. Preventing ignition of the structure would result in reduction of the exposure of the workers, patients, and other visitors to hazards that threaten personal safety, as well as the reduction of property damage and losses. Providing additional code-exceeding fire protection features to the eastern side of the structure (**MM-WF-3**) that is able to achieve 85 feet of on-site fuel modification and defensible space, ignition hazards and fire spread potential reduce the threat to the structure and can help the VCFD optimize the deployment of personnel and apparatus during a wildfire. The analysis in the project's Fire Protection Plan provides support and justifications for acceptance of the proposed on-site FMZs for this project based on the site-specific fire environment. As presented in Appendix J, the additional code-exceeding building fire protection features proposed for the project's reduced FMZ along the eastern side of the structure supplement the standard requirements and provide at least the same functional equivalency.

The Cancer Center, once developed, would not facilitate wildfire spread and would reduce projected flame lengths to levels that would be manageable by firefighting resources for protecting the site's structures, especially given the ignition resistance of the structures and the planned ongoing maintenance of the entire site landscape. Therefore, wildfire occurrence, frequency or size would not be expected to be significantly exacerbated by construction of the Cancer Center. With adherence to all required building and fire codes, and with implementation of the fire prevention measures and design features as outlined in **MM-WF-1**, **MM-WF-2**, and **MM-WF-3**, the Project would not exacerbate wildfire risks, due to slope, prevailing winds, and other factors, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire and impacts would be **less than significant with mitigation incorporated**.

### Janss Road Site

**Less-than-Significant Impact with Mitigation Incorporated.** The Project involves a general plan amendment and rezone to allow for future residential development on 2.15 acres in a VHFHSZ within the City of Thousand Oaks. This rezone would allow for a maximum of 4.5 dwelling units per acre (RPD-4.5U) at the Janss Road site.

As discussed above, the prevailing wind pattern in the Project area is from the west (onshore) from approximately March to October. The wind is most often from the north during the remainder of the year (WeatherSpark 2021). Surface winds can also be influenced locally by topography and slope variations. The highest wind velocities are associated with downslope, canyon, and Santa Ana winds. The Janss Road site does not include topographic features (chimneys, narrow canyons, etc.) that would create unusual weather conditions. However, the site is subject to periodic extreme fire weather conditions that occur throughout Ventura County.

The property is relatively flat and is developed as an existing parking lot with minimal natural vegetation present. However, multiple ornamental trees exist at the site. The adjacent Wildwood open space to the west is dominated by sage scrub and grass vegetation. In its current condition, the Janss Road site, like many areas throughout Southern California and Ventura County, is subject to seasonal weather conditions that can heighten the likelihood of fire ignition and spread. However, the potential for fire spread within the site is minimal due to the dominance of paved areas. On-site fire risk is generally associated with airborne embers created from wildfires spotting from open spaces to the west. Additionally, future development of the site would introduce new potential sources of ignition to the Janss Road site and area, as well as additional habitable structures and people in a VHFHSZ. However, all new structures are required to be constructed consistent with Ventura County Fire Code, Ventura County Fire Protection District's Fire Ordinance 32, and 2022 CFC standards.

As outlined in **MM-WF-1**, vegetation management requirements would be implemented at the start of and throughout all phases of construction, and combustible materials would not be brought on site until site improvements (e.g., utilities, access roads, fire hydrants, fuel modification zones) have been implemented and approved by VCFD. Project landscaping would not include high hazard vegetation, and **MM-WF-2** would be implemented to ensure the Janss Road site's landscaping would not create a fire risk. Review of the final landscape plans by VCFD would ensure that plants are adequately spaced, drought-tolerant, and low-fuel-volume to provide a reasonable level of protection to structures from wildland fire.

As discussed, the ignition-resistant construction standards required for development in a FHSZ address roofs, eaves, exterior walls, vents, appendages, windows, and doors and result in hardened structures. Any future development proposed at Janss Road site would be required to implement a fire hardened landscape, highly ignition resistant structures, and adequate fuel modifications. Fires from off-site would not have continuous fuels across this site and would therefore be expected to burn around and/or over the site via spotting. Future development of the site would be required to submit a FPP to implement VCFD fire safety requirements and project specific mitigation measures. With adherence to all required building and fire codes, and with implementation of the fire prevention measures and design features as outlined in **MM-WF-1** through **MM-WF-2**, future development of the site would not exacerbate wildfire risks, due to slope, prevailing winds, and other factors, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire and impacts would be **less than significant with mitigation incorporated**.

***C) Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

### Cancer Center Site

**Less-than-Significant Impact with Mitigation Incorporated.** The Project would involve the development of a new medical building in addition to on-site parking areas. The Project would also accommodate a 20-foot rear setback and a 25-foot utility easement from the property line along the east edge of the property. Construction and operation of the Cancer Center would not directly require new or expanded infrastructure other than that which is planned as part of the Project. As discussed in the Utilities and Service Systems section, the Cancer Center would connect to existing water/wastewater facilities, stormwater drainage, electric power, natural gas, and telecommunications facilities, in addition to the creation of fuel breaks (e.g., fuel modification zones).

### Vegetation Management

In accordance with VCFD's Ordinance 32 Appendix W, VCFD Guideline 418 – Defensible Space, Standard 515 – Defensible Space and Fuel Modification Zones, and Standard 517 – Application of Mulch and Chips in Defensible Space (revised January 2023), FMZs would be provided for those portions of the proposed Cancer Center site that are adjacent to open space areas. As previously described, on-site FMZs for the property will include between approximately 85 and 100 feet of fuel modification (Zones 0, 1, and 2) around all sides of the structure and throughout the development. Figure 4.13-3 illustrates the FMZ Plan proposed for the proposed Cancer Center site, including a 5-foot Zone 0 (0 to 5 feet around the structures), a minimum 25-foot-wide limited planting area Zone 1 (5 to 30 feet from the structures and decks), and a minimum 70-foot-wide limited planting area Zone 2 extending from the structures towards the undeveloped areas.

Section 1.4 and 1.4.1 of VCFD's Standard 515 – Defensible Space and Fuel Modification Zones and Guideline 418 – Defensible Space, states that all properties located within a State mapped Fire Hazard Severity Zone (FHSZ), or a local Hazardous Fire Area (HFA) as determined by the fire department, are required to provide defensible space in accordance with California Public Resource Code 4291; California Government Code 51182; California Code of Regulations Title 14, Section 1299.03; CCR Title 19, Section 3.07; and the current adopted edition of the VCFD Ordinance. VCFD's Local Ordinance is more restrictive than State laws and states that property owners are required to provide a 100-foot defensible space on their property around any buildings, including buildings on neighboring properties. The property owner is only responsible for the portion of 100-foot zone that is on your property. Properties without buildings are also subject to the 100-foot defensible space requirements if the property is less than 100 feet from any building on neighboring properties.<sup>2</sup> Although the remaining approximately 15 feet of fuel modification that is not achievable on-site is required to be maintained off-site by the adjacent property owner(s) to the east, per VCFD's Local Ordinance and Guideline 418 and Standard 515, Section 1.4, subsection 1.4.1, the project also proposes the additional mitigations listed above in order to meet or exceed the level of protection 100 feet of on-site fuel modification provides, as discussed in Threshold B.

The fuel modification zones will be constructed from the structure outwards towards undeveloped areas. FMZs would be maintained on at least an annual basis or more often as needed to maintain the fuel modification buffer function. FMZs are designed to provide vegetation buffers that gradually reduce fire intensity and flame lengths from advancing fire, and would reduce, rather than exacerbate, wildfire risk. Per **MM-WF-1**, adequate defensible space must be created before bringing any combustible materials on to the Cancer Center site, and vegetation management activities would occur prior to the start of construction and throughout the life of the Project. Consequently, the associated vegetation management activities would not exacerbate fire risk, provided that fuel modification and other vegetation management activities are implemented and enforced according to City and state requirements. The proposed vegetation management activities would reduce the fire risk by thinning or removing combustible vegetation and implementing a landscape plan with more adequately spaced, drought-tolerant, low-fuel-volume plants (in accordance with **MM-WF-2**) in order to provide a reasonable level of protection to structures from wildland fire.

## Roads

On-site roadways will be constructed to current Ventura County Fire Apparatus Access Code standards (Standard 501, Chapter 5 – High Fire Areas Access Requirement), 2022 CFC, including all fire access roadways designed for one-way traffic shall have an unobstructed width of not less than 20 feet; all access roadways designed for two-way traffic shall have an unobstructed width of not less than 24 feet, and Title 14 SRA Fire Safe Regulations. Fire access roadways designed to allow parking shall provide a minimum clear width of not less than 32 feet for parking on one side and a clear width of not less than 36 feet for parking on both sides (see Table 5.3.1 of Standard 501, Chapter 5). Horizontal turning radius shall be determined by public road standards based upon width and speed and no road shall have a centerline inside horizontal turn radius of 50 feet (Section 5.1.4). Fire apparatus access roads serving commercial and industrial occupancies shall have a structural cross section and surface complying with the public road standards for the jurisdiction in which the project is located and grades shall not exceed 10%.

Aerial fire apparatus access shall be required when the vertical distance between the ground and the highest roof surface exceeds 30 feet. One aerial fire apparatus access road shall be provided per 50,000 square feet of building

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<sup>2</sup> VCFD's Guideline 418 – Defensible Space can be reference at [https://s44762.pcdn.co/wp-content/uploads/2021/10/418-Defensible\\_Space.pdf](https://s44762.pcdn.co/wp-content/uploads/2021/10/418-Defensible_Space.pdf) and Standard 515 - Defensible Space and Fuel Modification Zones can be referenced at <https://s44762.pcdn.co/wp-content/uploads/2020/02/515-Defensible-Space-and-Fuel-Modification-Zones-Standard.pdf>.



area. Aerial fire apparatus access roads shall have a minimum unobstructed width of 30 feet, exclusive of shoulders and a minimum of one required aerial apparatus access road shall be located within a minimum of 15 feet and a maximum of 30 feet from the building. It should be noted that the Los Robles Comprehensive Cancer Center building is multi-tiered; the front portion of the building (northern portion of the building) will include two stories and designed to be up to approximately 42 feet tall. However, as you move to the rear portion of the building (southern portion of the building), the tiered building is reduced to a single story and approximately 27 feet in height. With that said, two points of roof access will be provided; aerial fire apparatus access will be provided at the front of the medical office facility and engine ladder access will be provided along the rear portions of the facility. Per VCFD's Fire Apparatus Access Code Standards (Standard 501, Chapter 5), the Project complies with all fire apparatus access road/interior driveway requirements.

Furthermore, automatic interior fire sprinklers will be installed throughout the structure in accordance with NFPA 13. All portions of the exterior walls of the structure, at grade level, allows for 150 feet of access from a road. The installation and maintenance of site access roads in accordance with all relevant development codes would not exacerbate wildfire risk.

### Utilities

Existing utility service lines are located within the vicinity of the Cancer Center site, and connection to existing utility service lines would be implemented as part of the project. Connections to utility service lines, including those for water, wastewater, stormwater drainage, electric power, natural gas, and telecommunications services, would be extended from their current locations nearby the Cancer Center site to the proposed buildings. Given that connecting utilities from their current locations to the Cancer Center site would require ground disturbance and the use of heavy machinery associated with trenching, the installation of these utility service lines would introduce new potential sources of ignition to the site, such as the use of heavy machinery, welding, or other hot work. However, as previously discussed, vegetation management activities would occur prior to the start of construction (**MM-WF-1**), which would reduce the likelihood of fire ignition during installation and connection of utilities.

Further, other than lateral connections to nearby utility mains, the project would not require or result in the relocation or construction of new or expanded service utilities facilities, the construction or relocation of which could exacerbate wildfire risk or cause significant environmental effects.

Water service for the proposed Cancer Center site will be provided by the California American Water Company (CAWC) and will be consistent with VCFD requirements. The public water system will be through connections to existing water mains running along Rolling Oaks Drive and Los Padres Drive. The required fire flow for a fire hydrant is based on building size (square feet), use/occupancy type, and type of construction; the closest existing fire hydrant was observed at 1,450 gallons per minute (gpm) fire flow for minimum duration of two hours at 20 psi residual pressure, with calculated gpm at 2,500 gpm for minimum duration of two hours at 20 psi residual pressure.

Four fire hydrants have been strategically placed throughout the development footprint, specifically along the fire access driveway/roadway and adjacent to the structure. Final location of the on-site fire hydrants will be determined by the VCFD and current fire code requirements to meet operational needs. Fire Hydrants will be consistent with applicable Design Standards, including Standard 14.5.3.

All new power lines would be underground for fire safety, with the exception of temporary construction power lines would be allowed in areas that have been cleared of combustible vegetation.

The project applicant would be responsible for long term funding and maintenance of private roads and fire protection systems, including fire sprinklers and private fire hydrants. Per **MM-WF-1**, all underground utilities, hydrants, water mains, curbs, gutters, and sidewalks would be installed, and the drive surface would be approved prior to combustibles being brought on site.

## Summary

Installation and maintenance of project roads, service utilities, fuel modification, drainage and water quality improvements, and other associated infrastructure would not exacerbate wildfire risks given appropriate fire prevention, access, and vegetation management activities will be implemented as required by the VCFD, City code and state requirements.

Given that the activities involved with installation or maintenance of associated infrastructure would require ground disturbance and the use of heavy machinery associated with trenching, grading, site work, and other construction and maintenance activities, the installation of related infrastructure could potentially result in temporary or ongoing impacts to the environment. However, the installation and maintenance of roads, service utilities, drainage and water quality improvements, and vegetation management activities are part of the Project analyzed herein. As such, any potential temporary or ongoing environmental impacts related to these components of the proposed project have been accounted for and analyzed in this EIR as part of the impact assessment conducted for the entirety of the project. Additionally, the project would be required to comply with all regulatory requirements and mitigation measures outlined within this EIR for the purposes of mitigating impacts associated with trenching, grading, site work, and the use of heavy machinery. No adverse physical effects beyond those already disclosed and mitigated in this EIR would occur as a result of implementation of the project's associated infrastructure.

Therefore, the installation and maintenance of associated infrastructure would not exacerbate wildfire risk or result in impacts to the environment beyond those already disclosed in this EIR, and impacts would be **less than significant with mitigation incorporated**.

## Janss Road Site

**Less-than-Significant Impact with Mitigation Incorporated.** The Project would involve a General Plan Amendment from Institutional to Neighborhood Low and Zone Change from Public, Quasi-public and institutional Lands and Facilities (PL) to Residential Planned Development, maximum 4.5 dwelling units per acre (RPD-4.5U). This would allow for future residential development at the Janss Road site.

## Vegetation Management

Future development would be required to comply with the VCFD's Standard 515 (Defensible Space and Fuel Modification Zones), VCFD's Standard 418 – Defensible Space, and VCFD Ordinance No. 32 (Chapter 49 of the CFC. On-site FMZs would include a minimum 100 feet of fuel modification (Zones 0, 1, and 2) around all sides of the structure and throughout the development, Perimeter FMZs at the site would be made possible through existing development areas adjacent to the site.

Per **MM-WF-1**, adequate defensible space would be required before bringing any combustible materials on to the Janss Road site, and vegetation management activities would occur prior to the start of construction and throughout the life of the Project and would reduce the likelihood of construction caused ignitions and would provide a reasonable level of protection to structures from wildland fire. Project landscaping would not include high hazard

vegetation, and **MM-WF-2** would be implemented to ensure Project landscaping would not create a fire risk. Review of the final landscape plans by VCFD would ensure that plants are adequately spaced, drought-tolerant, and low-fuel-volume to provide a reasonable level of protection to structures from wildland fire.

## Roads

New roadways associated with potential residential development would be required to be designed to current Ventura County Fire Apparatus Access Code standards (Standard 501, Chapter 6 – Commercial Access Requirement), 2022 CFC, including all fire access roadways designed for one-way traffic shall have an unobstructed width of not less than 20 feet; all access roadways designed for two-way traffic shall have an unobstructed width of not less than 24 feet, and Title 14 SRA Fire Safe Regulations.

## Utilities

As discussed in the Utilities and Service Systems section, the future development at the site would likely connect to existing water/wastewater facilities, stormwater drainage, electric power, natural gas, and telecommunications facilities.

With implementation of the Project, any future development of the Janss Road site would increase demands for electricity and natural gas and would increase requirements for telecommunication technology infrastructure. Upgrades would be required for the site with respect to electric power, natural gas, and telecommunication facilities (i.e., cable television services), based on the change in land use (i.e., to residential uses). It is reasonably foreseeable that these utilities would be part of a dry utility package that would be installed on site and in the adjacent public roadways to provide service to future development at the site. It is anticipated that upgrades would be confined to the connections to the site and not any off-site centralized facilities. The existing infrastructure is located directly adjacent to the site within the public streets. Connection to these existing utilities would require limited construction, which would be temporary and limited to trenching, to the depth of the underground lines. Future construction of the Janss Road site would occur in accordance with all applicable regulatory requirements. A utility plan would be included in future development site plans that would be reviewed and approved by the City and providers. The design and review process would ensure that the utilities plan for future development at the site meets all compliance requirements.

It is likely that future residential development would involve the connection to existing utility service lines. Connections to utility service lines, including those for water, wastewater, stormwater drainage, electric power, natural gas, and telecommunications services, would be extended from their current locations nearby the Janss Road site to the residential buildings if constructed. Given that connecting utilities from their current locations to the Project site would require ground disturbance and the use of heavy machinery associated with trenching, the installation of these utility service lines would introduce new potential sources of ignition to the site, such as the use of heavy machinery, welding, or other hot work. However, as previously discussed, vegetation management activities would occur prior to the start of construction (**MM-WF-1**), which would reduce the likelihood of fire ignition during installation and connection of utilities.

Further, other than lateral connections to nearby utility mains, future residential development would not likely require or result in the relocation or construction of new or expanded service utilities facilities, the construction or relocation of which could exacerbate wildfire risk or cause significant environmental effects.

Any new power lines associated with new development would be underground for fire safety, with the exception of temporary construction power lines would be allowed in areas that have been cleared of combustible vegetation.

Per **MM-WF-1**, all underground utilities, hydrants, water mains, curbs, gutters, and sidewalks would be installed, and the drive surface would be approved prior to combustibles being brought on site.

## Summary

Installation and maintenance of project roads, service utilities, fuel modification, drainage and water quality improvements, and other associated infrastructure due to potential residential development would not exacerbate wildfire risks given appropriate fire prevention, access, and vegetation management activities will be implemented as required by the VCFD, City code and state requirements.

Given that the activities involved with installation or maintenance of associated infrastructure would require ground disturbance and the use of heavy machinery associated with trenching, grading, site work, and other construction and maintenance activities, the installation of related infrastructure could potentially result in temporary or ongoing impacts to the environment. However, the installation and maintenance of roads, service utilities, drainage and water quality improvements, and vegetation management activities are part of the Project analyzed herein. As such, any potential temporary or ongoing environmental impacts related to these components of the proposed project have been accounted for and analyzed in this EIR as part of the impact assessment conducted for the entirety of the project. Additionally, the project would be required to comply with all regulatory requirements and mitigation measures outlined within this EIR for the purposes of mitigating impacts associated with trenching, grading, site work, and the use of heavy machinery. No adverse physical effects beyond those already disclosed in this EIR would occur as a result of implementation of the project's associated infrastructure.

Therefore, the installation and maintenance of associated infrastructure would not exacerbate wildfire risk or result in impacts to the environment beyond those already disclosed in this EIR, and impacts would be **less than significant with mitigation incorporated**.

**D) Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

## Cancer Center Site

**Less-than-Significant Impact.** The Cancer Center site is not in a location that would be subject to significant risks associated with downslope or downstream flooding or landslides. As discussed in the Geology Section, the Cancer Center site is relatively flat and is not located within a state-designated hazard zone for earthquake-induced landslides. Further, the Cancer Center site is not located within an area of seismically induced landslide potential, as designated by the California Geological Survey (CGS 2021). Similarly, the site is not located within a landslide hazard area, as designated in the City General Plan Safety Element (City of Thousand Oaks 2023).

Due to the relatively flat topography on the site the potential for landslides or rockfalls is not considered a hazard for the site. The Cancer Center site is not located within a flood zone and the Project would not impede or redirect flood flows, substantially alter the existing drainage pattern of the project area or result in increased stormwater flows or runoff. The Project does not include activities that would induce post-fire slope instability, such as prescribed burning or vegetation clearance. The Project area has been subject to wildfires, including fires that have burned within 700 feet of the Cancer Center site. Vegetation plays a vital role in maintaining existing drainage patterns and slope stability. Plant roots stabilize the soil and leaves, stems, and branches intercept and slow water, allowing it to percolate into the soil more effectively. Removal of surface vegetation reduces the ability of the soil surface to absorb rainwater and can allow for increased runoff that may include substantial amounts of debris and mud flows. If

hydrophobic conditions exist after a fire, the rate of surface water runoff is increased since water percolation into the soil is reduced. The potential for surface runoff and debris flows therefore increases significantly for areas recently burned by large wildfires (Moench and Fusaro 2012).

While the Cancer Center site is relatively flat, the surrounding area is topographically diverse, with slope gradients ranging from moderate to steep. Slope failures, mudflows, and landslides are common in areas where steep hillsides and embankments are present, and such conditions would be exacerbated in a post-fire environment where vegetative cover has been removed. Given the Cancer Center site's location in a VHFHSZ and the threat of wildfire, downslope or downstream flooding or landslides as a result of post-fire conditions could occur. Project design and construction would occur in compliance with recommendations of the Project-specific geotechnical report and provisions of the 2022 California Building Code, which requires that grading, structural design, and construction be completed such that slopes would not be undercut or destabilized during construction. Therefore, the Project would not expose people or structures to significant risks associated with landslides or flooding as a result of runoff, post-fire slope instability or drainage changes and the impact would be **less than significant**.

#### Janss Road Site

**Less-than-Significant Impact.** Similarly, to the Cancer Center, the Janss Road site is not in a location that would be subject to significant risks associated with downslope or downstream flooding or landslides. As discussed in the Geology Section, the Project site is relatively flat and is not located within a state-designated hazard zone for earthquake-induced landslides. Further, the Project site is not located within an area of seismically induced landslide potential, as designated by the California Geological Survey (CGS 2021). Similarly, the Project site is not located within a landslide hazard area, as designated in the City General Plan Safety Element (City of Thousand Oaks 2023).

While the Project site is relatively flat, the Wildwood open space to the west is topographically diverse and harbors steep slopes. Slope failures, mudflows, and landslides are common in areas where steep hillsides and embankments are present, and such conditions would be exacerbated in a post-fire environment where vegetative cover has been removed. Given the Project site's location in a VHFHSZ and the threat of wildfire, downslope or downstream flooding or landslides as a result of post-fire conditions could occur. Potential future residential construction would be required to occur in compliance with recommendations of the Project-specific geotechnical report and provisions of the 2022 California Building Code, which requires that grading, structural design, and construction be completed such that slopes would not be undercut or destabilized during construction. Therefore, future residential development of the Project would not expose people or structures to significant risks associated with landslides or flooding as a result of runoff, post-fire slope instability or drainage changes and the impact would be **less than significant**.

### 4.13.5 Mitigation Measures and Level of Significance After Mitigation

#### ***A) Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?***

The Project would have a **less-than-significant** impact related to conflict with adopted emergency response or emergency evacuation plans. No mitigation is required.

***B) Due to slope, prevailing winds, and other factors, would the Project exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

The Project would have a less-than-significant impact with mitigation incorporated related to exacerbating wildfire risks and exposing Project occupants from pollutants or the uncontrolled spread of a wildfire.

MM-WF-1 Pre-Construction Requirements. Vegetation management shall be conducted prior to the start of construction and throughout all construction phases. Existing flammable vegetation shall be reduced by 50% on vacant portions of the project site upon commencement of construction. Firebreaks and fuel modification shall be implemented in accordance with Appendix J, Fire Protection Plan, and approved by VCFD.

Prior to bringing lumber or combustible materials onto the site, site improvements within the active development area shall be in place, including utilities, operable fire hydrants, an approved, temporary roadway surface, and fuel modification zones established. These features shall be approved by VCFD prior to combustibles being brought on site.

To limit the risk of fire ignitions, the Project shall comply with the following risk reducing measures:

- All new power lines shall be underground for fire safety. Temporary construction power lines may be allowed in areas that have been cleared of combustible vegetation.
- No Smoking will be allowed on site except in designated safe smoking areas which include cleared area with no combustible vegetation or materials and approved butt receptacles (noncombustible containment of cigarette butts).
- Minimize combustible and flammable materials storage on site.
- Store any combustible or flammable materials that need to be on site away from ignition sources and native vegetation.
- Parking areas shall be cleared of all grass and brush by a distance of at least 10 feet.
- Keep evacuation routes free of obstructions.
- Label all containers of potentially hazardous materials with their contents and stored in the same location as flammable or combustible liquids.
- Perform “hot work” according to fire safe practices in a controlled environment and with fire suppression equipment at the job site. A fire watch person (Fire Patrol), with extinguishing capability (e.g., fire extinguishers), should be in place for all ‘Hot Work’ activities during construction. Ensure hot work adheres to the guidelines provided.
- Dispose of combustible waste promptly and according to applicable laws and regulations.
- Report and repair all fuel leaks without delay.
- Extension cords shall not be relied on if wiring improvements are needed, and overloading of circuits with multiple pieces of equipment shall be prohibited.
- Turn off and unplug electrical equipment when not in use.
- Direct contractors on site to restrict use of chainsaws, chippers, vegetation masticators, grinders, drill rigs, tractors, torches, and explosives to outside during Red Flag Warnings. When the above tools and equipment are used, water trucks (4,000-gallon capacity) equipped with hoses, shovels, Pulaski’s, and McLeod’s shall easily be accessible to personnel.

- When an evacuation has been called, all site personnel will gather at the designated assembly area and the Site Safety Officer will account for all personnel. Once all personnel are accounted for, the vehicles will safely convoy from the site to safe zones, which are generally areas off-site away from the threat.
- Contractor shall monitor for erosion, document issues, and take corrective actions to minimize erosion during vegetation removal. Construction crew members and contractors shall use caution to avoid causing erosion or ground (including slope) instability or water runoff due to vegetation removal, vegetation management, maintenance, landscaping, or irrigation. Standard federal, state, and local regulations for erosion control and erosion control best practices shall be implemented.

MM-WF-2 A fully irrigated landscape planted with drought-tolerant, fire-resistive plants shall be implemented in accordance with VCFD Fire Hazard Reduction Program Plant Reference Guide. No undesirable, highly flammable plant species shall be planted, as listed in the VCFD Prohibited Plant List. The landscaping shall be routinely maintained and shall be watered by an automatic irrigation system that will maintain healthy vegetation with high moisture contents that would minimize ignition by embers from a wildfire. The landscape plan shall be submitted to VCFD for review and approval before construction may commence.

MM-WF-3 The east side of the proposed structure, which achieves up to approximately 85 feet of on-site fuel modification and is adjacent to naturally vegetated open space areas, shall be constructed with code exceeding dual pane dual tempered glass windows. The east side of the proposed structure shall also include 5/8-inch Type X fire rated gypsum sheathing applied behind the exterior covering or cladding (stucco or exterior siding) on the exterior side of the framing, from the foundation to the roof for a facade facing the open space and naturally vegetated areas. 5/8-inch Type X fire rated gypsum sheathing is required to be manufactured in accordance with established ASTM standards defining type X wallboard sheathing as that which provides not less than one-hour fire resistance when evaluated in specified building assemblies and has been tested and certified as acceptable for use in a one-hour fire rated system. CertainTeed Type X Gypsum Board has a Flame Spread rating of 15 and Smoke Developed rating of 0, in accordance with ASTM E 84, (UL 723, UBC 8-1, NFPA 255, CAN/ULC-S102); UL classified for Fire Resistance (ANSL/UL 263; ASTM E119) and listed under UL File No. CKNX.R3660 (CertainTeed, 2021).

***C) Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

The Project would have a less-than-significant impact with mitigation incorporated related to exacerbated fire risks from associated infrastructure. **MM-WF-1** and **MM-WF-2** would be implemented to ensure installation and maintenance of associated infrastructure would not exacerbate wildfire risk.

***D) Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***

The Project would have a less-than-significant impact related to risks from downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes.

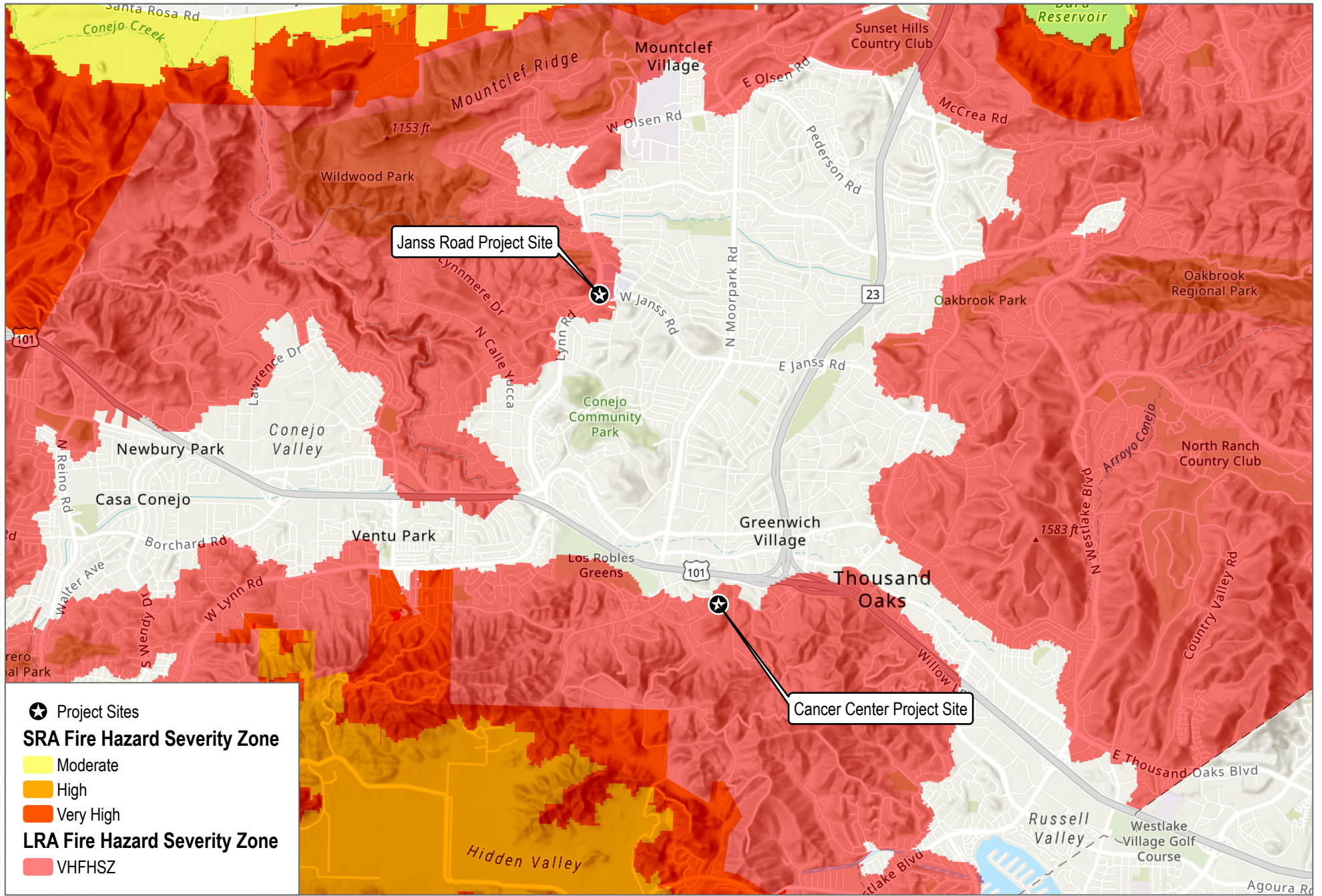
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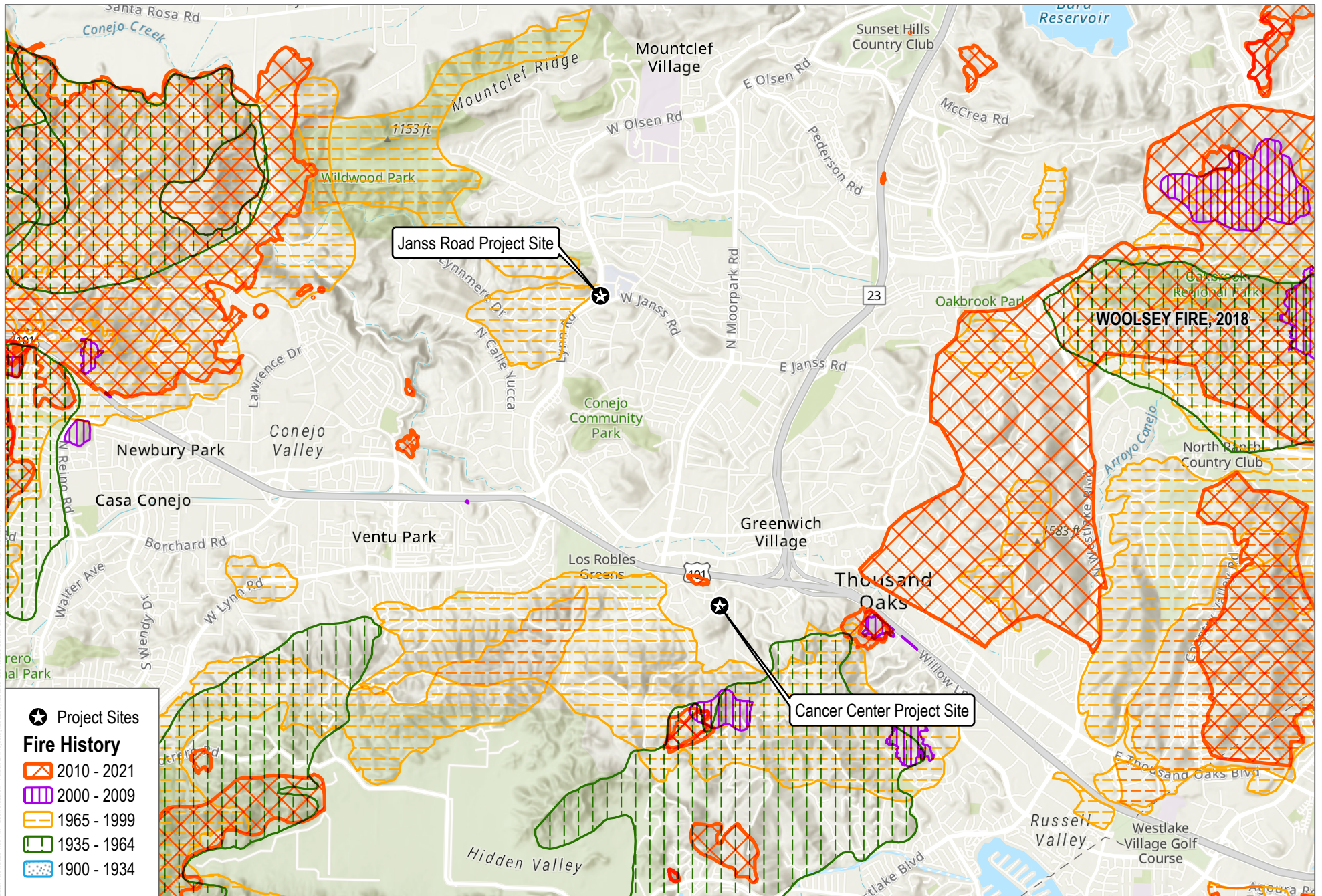


SOURCE: World Topographic Map 2023; CalFire FRAP

**FIGURE 4.13-1**

**Fire Hazard Severity Zones**

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SOURCE: World Topographic Map 2023; CalFire FRAP

**FIGURE 4.13-2**  
Fire History

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# 5 Effects Found Not To Be Significant

Section 15128 of the California Environmental Quality Act (CEQA) guidelines require that an environmental impact report (EIR) briefly describe potential environmental effects that were determined not to be significant and therefore were not discussed in detail in the EIR. The environmental issues discussed in the following sections are not considered significant for the Los Robles Comprehensive Cancer Center and 355 West Janss Road Project (Project), and the reasons for these less-than-significant impact or no impact determinations are discussed herein. As discussed in Chapter 3, “Project Description,” of this Draft EIR, the Project consists of two components: proposed development of the Los Robles Comprehensive Cancer Center (Cancer Center site) and the 355 West Janss Road site (Janss Road site). These components are separated by more than two miles. Because of the geographic distance of the sites and their proposed components, the analysis of environmental impacts is bifurcated by component in each resource discussion.

## 5.1 Agricultural and Forestry Resources

### Conversion of Agricultural Lands and Forestlands

#### Cancer Center Site

According to the California Department of Conservation (DOC) California Important Farmland Finder (CDOC 2023), the Cancer Center site is designated as “Urban and Built-Up Land”, a designation for land that is or has been used for development purposes and does not contain “Important Farmland” (i.e., Prime Farmland, Unique Farmland, or Farmland of Statewide Importance). The Cancer Center Component would not occur within any farmland locations, would not result in the conversion of agricultural land to nonagricultural use, and is not under a Williamson Act contract. As such, implementation of the Cancer Center Component would not conflict with existing zoning for agricultural use or land under a Williamson Act contract.

Regarding forestland or timberland, the Cancer Center site is not located on or adjacent to forestland, timberland, or timberland zoned timberland production. Therefore, **no impact** associated with Important Farmland, Williamson Act contracts/Farmland Security Zones, forestland, or timberland would occur.

#### Janss Road Site

According to the DOC’s Important Farmland Finder (CDOC 2023), the Janss Road site is designated as “Urban and Built-Up Land.” “Urban and Built-Up Land” and does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (collectively “Important Farmland”). Future redevelopment of the site with residential uses would not impact any farmland locations, result in the conversion of agricultural land to nonagricultural use or effect a Williamson Act contract. As such, the proposed General Plan Amendment and zone change proposed as well as future development of the site would not conflict with existing zoning for agricultural use or land under a Williamson Act contract.

Regarding forestland or timberland, the Janss Road site is not located on or adjacent to forestland, timberland, or timberland zoned timberland production. Therefore, **no impact** associated with Important Farmland, Williamson Act contracts/Farmland Security Zones, forestland, or timberland would occur.

## 5.2 Geology and Soils

### Fault Rupture

#### Cancer Center Site

The Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act) requires the delineation of fault zones along active faults in California. The purpose of the Alquist-Priolo Act is to regulate development on or near active fault traces to reduce hazards associated with fault rupture. The Alquist-Priolo Earthquake Fault Zones are the regulatory zones that include surface traces of active faults. The Cancer Center site is not located in an Alquist-Priolo Earthquake Fault Zone (CGS 2023). According to the City General Plan, Safety Element, no active faults have been mapped within the City limits (City of Thousand Oaks 2023a). In addition, construction and operation of the Cancer Center Component would not cause a nearby or regional fault to rupture. As a result, the Cancer Center Component would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, and **no impact** would occur.

#### Janss Road Site

The Janss Road site is not located in an Alquist-Priolo Earthquake Fault Zone (CGS 2023). Active, potentially active, and other major inactive faults noted on regional geologic and fault maps do not traverse nor project toward the site. The closest active fault is the Simi-Santa Rosa Fault, located approximately 5 miles to the north (GeoBase 2008). In addition, construction and operation of the future residential development would not cause a nearby or regional fault to rupture. As a result, future development at the Janss Road site would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, and **no impact** would occur.

### Seismic Ground Shaking

#### Cancer Center Site

Similar to other areas located in seismically active Southern California, the Cancer Center site would be susceptible to strong ground shaking during an earthquake. Pursuant to City Municipal Code, Chapter 1, Building Code, Section 8-1.02, Adoption of California Building Code, grading and construction would be completed in accordance with the provisions of the 2022 California Building Code. The California Building Code requires that all new construction be completed in accordance with the recommendations of a project-specific geotechnical report, which is included as Appendix E of this EIR. The Cancer Center Component would incorporate the design recommendations included in the geotechnical report, which would be subject to review and approval by City staff prior to issuance of a grading permit. The Project-specific geotechnical report provides specific design recommendations to ensure the structural integrity of the Cancer Center Component in the event that seismic ground shaking is experienced at the Cancer Center site. These recommendations include, but are not limited to, over excavation and recompaction of soil beneath the proposed building footprint; over excavation and recompaction of areas of existing loose topsoil and fill; construction of cut slopes no steeper than 1.5:1 (horizontal to vertical) and fill slopes no steeper than 2:1; and structural design in accordance with site-specific seismic parameter values. Additionally, the Cancer Center Component's structures would be designed to be consistent with the building code in effect at the time of construction, which includes universal standards relating to seismic load requirements. In addition, construction and operation of the Cancer Center Component would not cause nearby or regional fault rupture and associated seismically induced ground shaking. As a result, the Cancer Center



Component would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Impacts would be **less than significant**.

### Janss Road Site

As described for the Cancer Center Component, future development at the Janss Road site would be susceptible to strong ground shaking during an earthquake. Pursuant to City Municipal Code, Chapter 1, Building Code, Section 8-1.02, Adoption of California Building Code, grading and construction would be completed in accordance with the provisions of the 2022 California Building Code. The California Building Code requires that all new construction be completed in accordance with the recommendations of a standard, project-specific geotechnical report. A geotechnical report was completed in 2008 at the Janss Road site for a prior project (GeoBase 2008). Under the California Building Code, an updated geotechnical report would be required prior to construction of the Janss Road Component.

Future development at the Janss Road site would be required to incorporate the design recommendations included in a future geotechnical report, which would be subject to review and approval by City staff prior to issuance of a grading permit. The project-specific geotechnical report, provided at the time of development application submittal, would provide specific design recommendations to ensure the structural integrity of a future residential development if seismic ground shaking is experienced at the Janss Road site, as appropriate. Additionally, structures developed onsite would be designed consistent with the building code in effect at the time of construction, which includes universal standards relating to seismic load requirements. And the completion of future residential development proposed on the site would not be anticipated to cause nearby or regional fault rupture and associated seismically induced ground shaking. As a result, a development at the Janss Road site would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Impacts would be **less than significant**.

### Seismic Related Ground Failure

#### Cancer Center Site

Soil liquefaction is a seismically induced form of ground failure that has been a major cause of earthquake damage in Southern California. Liquefaction is a process by which water-saturated granular soils transform from a solid to a liquid state because of a sudden shock or strain such as an earthquake. Based on Figure 10.3 of the City General Plan Safety Element (City of Thousand Oaks 2023a), the Cancer Center site is not located in an area of potential liquefaction. Soils susceptible to liquefaction generally occur in areas of unconsolidated alluvium, such as along canyons and the floor of the Conejo Valley. Similarly, the California Geological Survey indicates that the Cancer Center site is not located in an area susceptible to liquefaction (CGS 2023). Based on the Project specific geotechnical report (Appendix E), the site is primarily underlain by bedrock, which is not considered susceptible to liquefaction or seismically induced settlement. In addition, construction and operation of the Cancer Center Component would not cause nearby or regional fault rupture and associated seismically induced ground failure. As a result, the Cancer Center Component would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic related ground failure, including liquefaction. Impacts would be **less than significant**.

#### Janss Road Site

Based on Figure 10.3 of the City General Plan Safety Element (City of Thousand Oaks 2023a), the Janss Road site is not located in an area of potential liquefaction. Similarly, the California Geological Survey indicates that the Janss

Road site is not located in an area susceptible to liquefaction (CGS 2023). A liquefaction analysis completed at the site in 2008 similarly indicated the possibility of liquefaction is very low because of the soil materials (i.e., low plastic clays and medium dense to very dense sand soils) encountered during completion of exploratory drilling and soil sampling (GeoBase 2008). In addition, future residential development on the site would not cause nearby or regional fault rupture and associated seismically induced ground failure. As a result, future residential development of the Janss Road site would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic related ground failure, including liquefaction. Impacts would be **less than significant**.

## Landslide

### Cancer Center Site

Numerous landslides have been mapped within the hillsides of the City. These hillsides pose an elevated risk of debris flows, mudflows, and rockfalls. Based on Figure 10.2 of the City General Plan Safety Element (City of Thousand Oaks 2023a), which is a small-scale, generalized landslide figure, the Cancer Center site is located in proximity to a Landslide Hazard Area. However, based on the Project-specific geotechnical report, no landslides are present within or near the Cancer Center site. Areas prone to seismically induced landslides are slopes with steep gradients covered with weakly indurated bedrock, loose weak soils, or debris from previous landslides. These soil conditions, combined with strong ground shaking caused by an earthquake can cause the cohesive strength of soils to weaken and move down slope under the force of gravity. Site grading is not anticipated to create significant slopes that will fall within the range of conditions considered susceptible to seismic slope instability. As previously discussed, recommendations in the geotechnical report requires construction of cut slopes no steeper than 1.5:1 (horizontal to vertical) and fill slopes no steeper than 2:1. Temporary slopes (during construction) in bedrock may be constructed at 0.5:1; however, if fracture bedrock is exposed in the backcut, the slope may require a flatter gradient, or other protective measures shall be implemented to protect against loose rock (Appendix E). With implementation of the recommendations in the Project-specific geotechnical report, the Cancer Center Component would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. Impacts would be **less than significant**.

### Janss Road Site

Based on Figure 10.2 of the City General Plan Safety Element (City of Thousand Oaks 2023a), which is a small-scale, generalized landslide figure, the Janss Road site is not in a Landslide Hazard Area. Similarly, the California Geological Survey indicates that the Janss Road site is not located in a landslide area (CGS 2023). Based on a site-specific geotechnical investigation in 2008, there are no known landslides near or on the Janss Road site, nor is the site in the path of any known or potential landslides. The topography of the existing onsite parking lot is relatively flat to gently sloping, with engineered 2:1 (horizontal to vertical) gradient slope up to 20 feet high adjacent to Lynn Road and Janss Road (GeoBase 2008). Therefore, **no impact** would occur.

## Soil Erosion and Topsoil Loss

### Cancer Center Site

The Cancer Center Component would involve earthwork and other construction activities that would disturb surface soils and temporarily leave exposed soil on the ground's surface. Common causes of soil erosion from construction sites include stormwater, wind, and soil being tracked off site by vehicles. To help curb erosion, construction activities must comply with all applicable federal, state, and local regulations for erosion control. As discussed in Section 4.2, Air Quality, of this Draft EIR, the Cancer Center Component would be required to comply with standard

regulations, including Ventura County Air Pollution Control District Regulation IV, Rule 55, Fugitive Dust. This rule is intended to reduce the amount of particulate matter entrained in the ambient air because of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 55 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earth moving and grading activities. The Ventura County Air Pollution Control District Guidelines recommend application of fugitive dust mitigation measures for all dust-generating activities. Such measures include minimizing the disturbance area, watering the site prior to commencement of ground-disturbing activities, covering all truck loads, and limiting on-site vehicle speeds to 15 miles per hour or less (VCAPCD 2003).

Since construction activities associated with the Cancer Center Component would disturb 1 or more acres, the Cancer Center Component must adhere to the provisions of the City-mandated Stormwater Pollution Control Plan, which in turn requires the applicant to obtain a National Pollutant Discharge Elimination System (NPDES) *General Permit for Storm Water Discharges Associated with Construction Activity*, also known as the Construction General Permit. Construction activities subject to this permit include clearing, grading, and ground disturbances such as stockpiling and excavating. The Construction General Permit requires implementation of a stormwater pollution prevention plan (SWPPP), which would include construction features for the Cancer Center Component designed to prevent erosion and protect the quality of stormwater runoff (i.e., best management practices [BMPs]). Sediment-control BMPs may include stabilized construction entrances, straw wattles on earthen embankments, sediment filters on existing inlets, or the equivalent. In addition, the City is required to regulate stormwater quality at construction sites in accordance with the NPDES *Storm Water Permit and Waste Discharge Requirements for the Municipal Separate Storm Sewer Systems (MS4) within Ventura County* (NPDES Permit No. CAS0040002) (MS4 Permit). Under this County permit, the City is required to ensure implementation of adequate BMPs at active construction sites. Therefore, construction impacts related to soil erosion would be **less than significant**.

Once developed, the Cancer Center site would include an office medical building, paved surfaces, and other on-site improvements that would stabilize and help retain on-site soils. The remaining portions of the Cancer Center site containing pervious surfaces would primarily consist of landscape areas. These landscape areas would include a mix of trees, shrubs, plants, and groundcover that would help retain on-site soils while preventing wind and water erosion from occurring. Therefore, operational impacts related to soil erosion would be **less than significant**.

### Janss Road Site

Similar to that described for the Cancer Center Component, future development at the Janss Road site would involve earthwork and other construction activities that would disturb surface soils and temporarily leave exposed soil on the ground's surface. Construction activities must comply with all applicable federal, state, and local regulations for erosion control. As discussed in Section 4.2, Air Quality, of this Draft EIR, future residential development would be required to comply with standard regulations, including Ventura County Air Pollution Control District Regulation IV, Rule 55, Fugitive Dust. These regulations include measures minimizing the disturbance area, watering the site prior to commencement of ground-disturbing activities, covering all truck loads, and limiting on-site vehicle speeds to 15 miles per hour or less (VCAPCD 2003).

Since construction activities associated with future development at the Janss Road site would disturb 1 or more acres, the future development would be required to adhere to the provisions of the City-mandated Stormwater Pollution Control Plan, which in turn requires the applicant to obtain an NPDES Construction General Permit, which requires implementation of a SWPPP and associated BMPs designed to prevent erosion and protect the quality of stormwater runoff. Sediment-control BMPs may include stabilized construction entrances, straw wattles on earthen

embankments, sediment filters on existing inlets, or the equivalent. In addition, the City is required to regulate stormwater quality at construction sites in accordance with the NPDES MS4 Permit. Under this County permit, the City is required to ensure implementation of adequate BMPs at active construction sites. Therefore, construction impacts related to soil erosion would be **less than significant**.

With implementation of the Project, it is reasonable to assume that future development of the site would include nine residential units, paved surfaces, and other on-site improvements that would stabilize and help retain on-site soils. It is reasonable to assume the remaining portions of the Janss Road site containing pervious surfaces would primarily consist of landscape areas, consistent with City landscaping requirements. These landscape areas would include a mix of trees, shrubs, plants, and groundcover that would help retain on-site soils while preventing wind and water erosion from occurring. Therefore, operational impacts related to soil erosion would be **less than significant**.

## Unstable Geologic Unit or Soil

### Cancer Center Site

As discussed previously, the potential for the Cancer Center Component to result in or be affected by landslides and liquefaction is low, and these issues are not anticipated at the Cancer Center site. Lateral spreading is soil movement on an unsupported slope as a result of liquefaction. Because the Cancer Center site is not susceptible to liquefaction, lateral spreading would similarly not occur. Regional subsidence occurs when a substantial portion of land is vertically displaced, usually due to the withdrawal of groundwater, oil, or natural gas, or because of decomposition of natural organic materials. Soils that are particularly subject to subsidence include those with high silt or clay content and/or high organic content. The effects of subsidence include damage to buildings and infrastructure, increased flood risk in low-lying areas, and lasting damage to groundwater aquifers and aquatic systems. The Cancer Center site is not located in an area of historic or recent subsidence due to groundwater extraction, peat loss, or oil extraction (USGS 2023).

Localized subsidence, or ground settlement, is the sinking or settling of the ground surface that may result from the settlement of native low-density soils, or the caving in of natural or man-made underground voids. Subsidence may occur gradually over many years as sags or depressions that form on the ground surface due to placement of new loadings (e.g., newly constructed structures). Proposed building pads that would be located in transition zones containing cut and fill may experience cracking and movement of the proposed footings and slabs due to differing compressibility of fill, as compared to bedrock material (i.e., differential settlement), if not designed appropriately. However, construction of the Cancer Center Component would be completed in compliance with recommendations of the Project-specific geotechnical report (Appendix E), which includes recommendations for over excavation and recompaction of bedrock and soil beneath proposed building footprints that overlie transitional cut-fill lines. Implementation of these recommendations would address these potentially hazardous conditions and ensure structural integrity following construction. In addition, as previously discussed, compliance with the recommendations of the geotechnical report is mandated by City Municipal Code, Chapter 1, Building Code, Section 8-1.02, Adoption of California Building Code, which requires grading and construction to be completed in accordance with the provisions of the 2022 California Building Code. With implementation of the recommendations of the Project-specific geotechnical report, impacts would be **less than significant**.

### Janss Road Site

As discussed previously, the potential for future development at the Janss Road site to result in or be affected by landslides and liquefaction is low, and these issues are not anticipated at the site. Lateral spreading is soil

movement on an unsupported slope as a result of liquefaction. Because the site is not susceptible to liquefaction, lateral spreading would similarly not occur. In addition, the Janss Road site is not located in an area of historic or recent subsidence due to groundwater extraction, peat loss, or oil extraction (USGS 2023).

Differential settlement can occur due to seismic shaking in loose sandy soils. Based on exploratory drilling and soil sampling in 2008, the Janss Road site is underlain primarily by clayey soils, with some medium to very dense sandy materials that are not susceptible to seismically induced differential settlement (GeoBase 2008). In addition, construction would be completed in compliance with recommendations of an updated, standard, project-specific geotechnical report. As previously discussed, compliance with the recommendations of the geotechnical report is mandated by City Municipal Code, Chapter 1, Building Code, Section 8-1.02, Adoption of California Building Code, which requires grading and construction to be completed in accordance with the provisions of the 2022 California Building Code. With implementation of the recommendations of an updated, standard, Project-specific geotechnical report, impacts would be **less than significant**.

## Expansive Soil

### Cancer Center Site

Expansive soils are composed predominantly of clays, which greatly increase in volume when saturated with water and shrink when dried. Expansive soils can cause structural foundations to rise during the rainy season and fall during the dry season. If this expansive movement varies underneath various parts of the structure, foundations may crack and portions of the structure may be distorted. The potential for soil to undergo shrink and swell is greatly enhanced by the presence of a fluctuating, shallow groundwater table. The Cancer Center site is located in an area of moderate to high soil expansion potential. Based on soil sampling, the Cancer Center site is underlain by moderately expansive soils (Appendix E).

As previously discussed, the Cancer Center Component would be constructed in compliance with the recommendations of the Project-specific geotechnical report, which recommends that additional expansion tests be performed to determine the expansiveness of the completed building pad, and that highly expansive soils not be placed near fill slope faces. Implementation of these recommendations would address these potentially hazardous conditions and ensure structural integrity following construction. In addition, as previously discussed, compliance with the recommendations of the geotechnical report is mandated by the City Municipal Code, which requires grading and construction to be completed in accordance with the provisions of the 2022 California Building Code. With implementation of the recommendations of the Project-specific geotechnical report, impacts would be **less than significant**.

### Janss Road Site

Expansive soils are composed predominantly of clays, which greatly increase in volume when saturated with water and shrink when dried. Expansive soils can cause structural foundations to rise during the rainy season and fall during the dry season. If this expansive movement varies underneath various parts of the structure, foundations may crack and portions of the structure may be distorted. The potential for soil to undergo shrink and swell is greatly enhanced by the presence of a fluctuating, shallow groundwater table. The Janss Road site is located in an area of moderate to high soil expansion potential. Soil sampling completed on-the Janss Road site in 2008 indicated that the on-site soils have a medium expansion potential (GeoBase 2008).

However, future development of the site would be completed in compliance with recommendations of an updated, standard, project-specific geotechnical report, which would recommend that expansion tests be performed to

determine the expansiveness of the completed building pads and that highly expansive soils not be placed near fill slope faces. Implementation of geotechnical recommendations would address these potentially hazardous conditions and ensure structural integrity following construction. In addition, as previously discussed, compliance with the recommendations of a geotechnical report is mandated by City Municipal Code, Chapter 1, Building Code, Section 8-1.02, Adoption of California Building Code, which requires grading and construction to be completed in accordance with the provisions of the most recent California Building Code at time of construction. With implementation of the recommendations of an updated, standard, project-specific geotechnical report, impacts would be **less than significant**.

## Septic Tanks

### Cancer Center Site

The Cancer Center site would connect to the City's municipal sewer lines. The Cancer Center Component would not require septic tanks or any other alternative wastewater disposal system. Therefore, **no impact** associated with the adequacy of soils and septic systems would occur.

### Janss Road Site

Future development at the Janss Road site would connect to the City's municipal sewer lines and would not require septic tanks or any other alternative wastewater disposal system. Therefore, **no impact** associated with the adequacy of soils and septic systems would occur.

## 5.3 Hydrology and Water Quality

### Water Quality

#### Cancer Center Site

##### Construction

The potential for impaired water quality associated with erosion is described above (see Section 5.2, Geology and Soils). Demolition of the existing development remnants onsite, grading, and construction could result in incidental spills of petroleum products and hazardous materials from construction equipment, which in turn could result in water quality impacts of downstream drainages. However, because construction of the Cancer Center Component would involve ground disturbance in excess of 1 acre, grading and construction would be completed in accordance with the requirements outlined in the City-mandated Stormwater Pollution Control Plan, which in turn requires the applicant to obtain an NPDES Construction General Permit. The specifics of the Stormwater Pollution Control Plan are included as Appendix A in Appendix I, SQUIMP Report, of this Draft EIR. In addition, the City is required to regulate stormwater quality at construction sites in accordance with the MS4 Permit. Under this Ventura County permit, the City is required to ensure implementation of adequate BMPs at active construction sites. As a result, construction impacts would be **less than significant**.

##### Operation

Water quality impairments typical of commercial developments and associated parking lots include sediment, nutrients, metals, oxygen demanding substances, toxic organics, bacteria, and trash and debris. Runoff of these constituents within Cancer Center site runoff could result in impairment of downstream drainages, including

Calleguas Creek (below Potrero Road), which empties into Mugu Lagoon (see Appendix I). In accordance with the MS4 Permit, the Cancer Center Component has been designed with Low Impact Development (LID) features to reduce water-quality impacts during operation of the Cancer Center Component, in accordance with the Stormwater Quality Urban Impact Mitigation Plan (SQUIMP) provisions, issued to the City in Stormwater Permit CAS004002. The SQUIMP provisions include minimizing pollutants of concern, providing storm drain signage and stenciling, proper design of outdoor material storage areas, properly designing trash enclosures, furnishing proof of ongoing BMP maintenance, and properly designing structural or treatment control BMPs. The LID design has also been completed in accordance with the Ventura County Technical Guidance Manual for Stormwater Quality Control Measures Manual (Ventura County Stormwater Manual) (Geosyntec Consultants 2018).

Based on the geotechnical report completed for the Cancer Center Component (Appendix E, Geotechnical Report), infiltration testing on-site indicated that stormwater infiltration is not considered feasible due to the presence of bedrock and dense overlying soils that are not suitable for infiltration. Therefore, as illustrated in the *On-Site Improvement Plans for Los Robles Medical Office Building* (located in Appendix I of this EIR as Appendix A in the SQUIMP Report), water quality control measures included as part of the proposed development include a biofiltration treatment system, consisting of a modular wetland system, or approved equivalent device, in combination with stormwater detention vaults. This treatment system would be installed within the on-site storm drain system, such that stormwater runoff would be filtered of potential contaminants prior to draining off-site. The detention vaults have been sized to retain the volume of water that would result from the Stormwater Quality Design Volume (SQDV), which is equivalent to: 1) the 85<sup>th</sup> percentile, 24-hour runoff event, or 2) the volume of annual runoff based on unit basin storage water quality volume to achieve 80% or more volume treated, or 3) the volume of runoff produced from a 0.75-inch storm event, or 4) 80% of the average annual runoff volume, using the local rainfall record and relevant BMP sizing and design data (Geosyntec 2018). With incorporation of these LID features, operational water quality impacts would be **less than significant**.

## Janss Road Site

### Construction

See Section 5.2, Geology and Soils, of this Draft EIR regarding potentially impaired water quality associated with erosion. In addition, demolition of the existing Janss Road site features, grading, and construction could result in incidental spills of petroleum products and hazardous materials from construction equipment, which in turn could result in water quality impacts of downstream drainages. However, because construction of the Janss Road Component would involve ground disturbance in excess of 1 acre, grading and construction would be completed in accordance with the requirements outlined in the City-mandated Stormwater Pollution Control Plan, which in turn requires the applicant to obtain a NPDES Construction General Permit. In addition, the City is required to regulate stormwater quality at construction sites in accordance with the MS4 Permit. Under this Ventura County permit, the City is required to ensure implementation of adequate BMPs at active construction sites. As a result, construction impacts would be **less than significant**.

### Operation

Water quality impairments typical of residential developments and associated streets include herbicides, pesticides, nutrients, metals, oil and grease, and bacteria. Runoff of these constituents could occur as a result of future development within Janss Road site and may result in impairment of downstream drainages, including the North Fork Arroyo Conejo Creek Watershed, which is part of the greater Calleguas Creek drainage and empties into Mugu Lagoon (City of Thousand Oaks 2009). In accordance with the MS4 Permit and the Ventura County Technical

Guidance Manual for Stormwater Quality Control Measures Manual (Ventura County Stormwater Manual) (Geosyntec Consultants 2018), the Janss Road Component would be designed with LID features to reduce water-quality impacts during operation of future residential development. LID features may include stormwater retention features on individual lots, such as roof gutters and yard areas flowing into small pervious detention basins or into subsurface stormwater detention vaults. With incorporation of these LID features, operational water quality impacts would be **less than significant**.

## Groundwater Supply

### Cancer Center Site

Groundwater recharge occurs as a result of direct precipitation or stormwater runoff infiltrating on-site soils and replenishing the underlying groundwater. With construction of the Cancer Center Component, the site would consist of 28% structures, 44% parking area, 14% driveway, and 14% landscaping. Proposed structures, parking areas, and driveways would result in an increase in impervious surfaces. However, on-site soils consist of very rocky bedrock with poor stormwater infiltration (refer to Appendix I). As a result, the Cancer Center Component would not interfere substantially with groundwater recharge.

With respect to groundwater supply, based on the City's 2020 Urban Water Management Plan (Kennedy Jenks 2021), groundwater from the Conejo Valley Groundwater Basin is not currently part of the City's water supply, but may be used beginning in 2025. The poor-quality groundwater would likely require treatment in a desalter prior to municipal use. The City is dependent upon imported water for most of its domestic, commercial, and industrial needs. Imported water is delivered to the City and other water purveyors by the Calleguas Municipal Water District (CMWD), from the Metropolitan Water District of Southern California (MWD). The three major water purveyors serving the City are California-American Water Company, California Water Service Company, and the City of Thousand Oaks Water Department (City of Thousand Oaks 2023a). The Cancer Center site is within the boundaries of the California American Water Company (City of Thousand Oaks 2023b).

As described in Section 4.12, Utilities and Service Systems, of this Draft EIR, the CMWD has a capital improvement program to enhance system reliability for existing users and to accommodate new growth. Through its capital improvement program, the CMWD is committed to constructing local storage and additional importation and reclaimed water facilities in an effort to drought-proof its service area and enhance the reliability of its service area's water supply. In a joint venture, the CMWD and the MWD completed a large-scale importation and subsurface water storage project in Ventura County, known as the "Las Posas Aquifer Storage and Recovery" project which provides a measure of supply reliability for the entire CMWD service area. This project involved construction of a second MWD supply pipeline to the CMWD and storage of up to 300,000-acre feet of imported water in the North Las Posas Groundwater Basin. When available, excess imported water would be injected into the basin. Subsequently, if deliveries from the MWD are curtailed or interrupted by drought or pipeline outages, the water could be recovered from the groundwater basin. As a result, the Las Posas Aquifer Storage and Recovery project would insulate CMWD's service area from future supply problems by reducing CMWD's dependence upon imported state water (City of Thousand Oaks 2023a, CMWD 2022).

In addition, based on the City's 2020 Urban Water Management Plan (Kennedy Jenks 2021), CMWD anticipates having sufficient supplies to meet water demands through 2045, and anticipates having surplus supplies, including during five consecutive drought years. As a result, the Cancer Center Component would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Cancer Center Component may impede sustainable groundwater management of the basin. Impacts would be **less than significant**.



## Janss Road Site

With respect to groundwater recharge, the Janss Road site is currently predominantly covered by an impervious, paved parking lot. Future development of residential uses on the site would include landscaping, which would increase the potential for infiltration of precipitation and stormwater runoff, and as a result, would increase the potential for groundwater recharge. Such an increase would result in beneficial impacts with respect to groundwater recharge.

Regarding groundwater supply, as discussed above for the Cancer Center Component, based on the City's 2020 Urban Water Management Plan (Kennedy Jenks 2021), groundwater from the Conejo Valley Groundwater Basin is not currently part of the City's water supply, but may be used beginning in 2025. The City is dependent upon imported water for most of its domestic, commercial, and industrial needs. Imported water is delivered to the City and other water purveyors by the CMWD, from MWD. The Janss Road site is within the boundaries of the California American Water Company (City of Thousand Oaks 2023a). The CMWD has a capital improvement program to enhance system reliability for existing users and to accommodate new growth. The Las Posas Aquifer Storage and Recovery project would insulate CMWD's service area from future supply problems by reducing CMWD's dependence upon imported state water (City of Thousand Oaks 2023a, CMWD 2022).

In addition, based on the City 2020 Urban Water Management Plan (Kennedy Jenks 2021), CMWD anticipates having sufficient supplies to meet water demands through 2045, and anticipates having surplus supplies, including during five consecutive drought years. As a result, future residential development associated with the Janss Road Component would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Janss Road Component may impede sustainable groundwater management of the basin. Impacts would be **less than significant**.

## Drainage

### Cancer Center Site

Grading would be required to achieve proposed grade across the Cancer Center site, especially in the eastern and southern portions of the Cancer Center site, resulting in changes in the existing drainage patterns on-site. Internal drainage improvements would be completed to accommodate new construction, but the overall drainage pattern would remain similar to existing conditions. Proposed construction would result in the site consisting of approximately 28% structures, 44% parking area, 14% driveway, and 14% landscaping. Proposed structures, parking areas, and driveways would result in an increase in impervious surfaces, which in turn would increase stormwater runoff volume and runoff rates. In the absence of proper stormwater controls, changes in drainage patterns and increased runoff rates could result in on- or off-site erosive scour (and associated siltation of downstream drainages), flooding on- or off-site, exceedance of existing or planned stormwater drainage improvements, and/or additional sources of polluted runoff.

However, as illustrated in the *On-Site Improvement Plans for Los Robles Medical Office Building* (see On-Site Improvement Plans in Appendix I of this DEIR), stormwater control measures included as part of the Cancer Center Component include two underground stormwater detention vaults, which would minimize off-site stormwater runoff rates. In the proposed parking area, stormwater would be diverted to a proposed 3,000-cubic foot underground stormwater detention vault, which would substantially reduce runoff rates prior to off-site disposal. From the detention vault, stormwater would be transmitted to a proposed 30-inch storm drainpipe along the western boundary of the Cancer Center site, parallel to Los Padres Drive. This storm drain would connect to the underground portion of an existing V-channel, which in turn would transmit stormwater off-site to an existing storm drain within

Los Padres Drive or Rolling Oaks Drive. In the northern portion of the Cancer Center site, stormwater would be diverted to an on-site 5,000-cubic foot underground stormwater detention vault, which in turn would feed into a proposed 18-inch on-site storm drain and then a 7-foot catch basin in the northwest portion of the Cancer Center site. Stormwater from the catch basin would feed into the existing storm drain on Rolling Oaks Drive.

The volumes of the stormwater detention vaults were calculated based on the SQDV, in accordance with the Ventura County Stormwater Quality Program, Post-Construction Stormwater Management Plan (Appendix I). These detention vaults would reduce stormwater flow volumes and runoff rates in comparison to existing conditions. In addition, as discussed above, water quality control measures included as part of the development of the Cancer Center site include a biofiltration treatment system, consisting of a modular wetland system, or approved equivalent device, in combination with the stormwater detention vaults. This treatment system would be installed within the Cancer Center site's on-site storm drain system, such that stormwater runoff would be filtered of potential contaminants prior to draining off-site, thus further reducing stormwater flow velocities. In addition, following construction, exposed soils potentially subject to erosion would not be present on-site, as the entire Cancer Center site would be covered with either impervious surfaces or landscaping. With implementation of stormwater detention and stormwater quality LID features, impacts would be **less than significant**.

### Janss Road Site

As previously discussed above with respect to groundwater recharge, the Janss Road site is predominantly covered by an impervious, paved parking lot. The existing site drains via sheet flow toward the northwest corner of the Janss Road site and is collected via two grated inlets, ultimately draining into Lynn Road (City of Thousand Oaks 2009). Any residential project proposed following the zone and General Plan designation change proposed by the Janss Road Component would include landscaping, which would increase the potential for infiltration of precipitation and stormwater runoff, and as a result, would decrease the potential for stormwater runoff. Such a decrease would result in beneficial impacts with respect to stormwater runoff flow rates. In addition, as discussed above for water quality, in accordance with the MS4 Permit and the Ventura County Technical Guidance Manual for Stormwater Quality Control Measures Manual (Ventura County Stormwater Manual) (Geosyntec Consultants 2018), future development at the Janss Road site would require LID features in its design to reduce stormwater runoff rates during operation. LID features may include stormwater retention features on individual lots, such as roof gutters and yard areas flowing into small pervious detention basins or into subsurface stormwater detention vaults. With the required incorporation of these LID features, operational water quality impacts would be **less than significant**.

## Flooding

### Cancer Center Site

Flood mapping by the Federal Emergency Management Agency (FEMA) indicates that the Cancer Center site is not within a Special Flood Hazard Area (100-year flood zone). The nearest Special Flood Hazard Area is located approximately 1,600 feet north of the Cancer Center site, along Arroyo Conejo (Conejo Creek) (FEMA 2023; City of Thousand Oaks 2023a).

Flood hazards can also be associated with inundation due to dam failure. Five dams in the Thousand Oaks area, including Lake Sherwood, Lake Eleanor (Banning Dam), Wood Ranch (Lake Bard), Potrero Dam (Westlake Lake), and Westlake (Las Virgenes) Reservoir dams, have the potential to result in inundation of downstream areas in the event of failure. Dam failure at Lake Sherwood and Lake Eleanor would potentially result in flooding between Lake Sherwood and Westlake Lake, as well as the Westlake Boulevard area to Westlake Lake. Failure of dams associated

with Westlake, Bard Reservoir, and Las Virgenes Reservoir would result in flows away from the City of Thousand Oaks and would therefore not inundate any portions of the City. As a result, potential failure of any of these five dams would not result in flooding at the Cancer Center site (City of Thousand Oaks 2023a). Impacts would be **less than significant**.

#### Janss Road Site

Flood mapping by FEMA indicates that the Janss Road site is not within a Special Flood Hazard Area (100-year flood zone). The Janss Road site is located within an Area of Minimal Flood Hazard (Zone X). In addition, as described above for the Cancer Center site, potential failure of any of the five dams in the Thousand Oaks area would not result in flooding at the Janss Road site (City of Thousand Oaks 2023a). Impacts would be **less than significant**.

### Compliance with Regional Plans

#### Cancer Center Site

As previously discussed, water quality impacts during construction of the Cancer Center Component would be minimized as a result of implementation of a City-mandated Stormwater Pollution Control Plan, which in turn requires the applicant to obtain an NPDES Construction General Permit. Similarly, water quality impacts during operations would be minimized as a result of implementation of LID features, in accordance with SQUIMP provisions and the Ventura County Stormwater Manual (Geosyntec Consultants 2018). These programs would in turn contribute to compliance with the water quality objectives of the Water Quality Control Plan, Los Angeles Region (Los Angeles RWQCB 1995). In addition, although the Conejo Valley Groundwater Basin would not be relied upon as a water source during Cancer Center Component operations, this basin has been classified as a very low priority with regard to the Sustainable Groundwater Management Act (SWRCB 2023). As a result, the Cancer Center Component would not conflict with a water quality control plan or sustainable groundwater management plan. Impacts would be **less than significant**.

#### Janss Road Site

As previously discussed, water quality impacts during construction of future development at the Janss Road site would be minimized as a result of required implementation of a City-mandated Stormwater Pollution Control Plan, which in turn requires the applicant to obtain a NPDES Construction General Permit. Similarly, water quality impacts during operations would be minimized as a result of implementation of required LID features, which would in turn contribute to compliance with the water quality objectives of the Water Quality Control Plan, Los Angeles Region (Los Angeles RWQCB 1995). In addition, although the Conejo Valley Groundwater Basin would not be relied upon as a water source during future residential development operations, this basin has been classified as a very low priority with regard to the Sustainable Groundwater Management Act (SWRCB 2023). As a result, the Janss Road Component would not conflict with a water quality control plan or sustainable groundwater management plan. Impacts would be **less than significant**.

## 5.4 Mineral Resources

### Mineral Resources and Recovery Sites

#### Cancer Center Site

The Cancer Center site has not been utilized for mineral extraction in the past. As the site has not historically been utilized for mineral resource extraction and neither the state or the City has designated the site for mineral resource conservation or use, there is no potential for a significant impact to the environment from the loss of availability of a regionally, statewide, or locally important mineral resource. **No impact** would occur.

#### Janss Road Site

The Janss Road site has not been utilized for mineral extraction in the past. As the site has not historically been utilized for mineral resource extraction and neither the state or the City has designated the site for mineral resource conservation or use, there is no potential for an impact to the environment from the loss of availability of a regionally, statewide, or locally important mineral resource. **No impact** would occur.

## 5.5 Population and Housing

### Inducement of Population Growth

#### Cancer Center Site

The Cancer Center Component would require a temporary construction workforce and a permanent operational workforce, both of which could potentially induce population growth in the area. The temporary workforce would be needed to construct the medical office building and associated improvements. The number of construction workers needed during any given period would largely depend on the specific stage of construction but would likely range from a dozen to several dozen workers on a daily basis. These short-term positions are anticipated to be filled primarily by construction workers who are able to commute to the Cancer Center site without relocating their household; therefore, construction of the Cancer Center Component would not be anticipated to generate a permanent increase in population within the vicinity.

The Cancer Center Component would include approximately 58,000 square feet of medical office space, and the estimated number of employees required for operation would be approximately 40 persons.

According to the Southern California Association of Governments (SCAG) Demographics and Growth Forecast, the population growth of the City from 2016 to 2045 is projected to be approximately 15,200 residents, and the employment growth of the City is projected to be 9,900 employees (SCAG 2020). As such, the addition of approximately 40 employees for the Cancer Center Component would represent a nominal percentage of the City's projected future population and employment, based on SCAG estimates.

In addition, data provided by the California Employment Development Department in March 2023 found that the unemployment rate for Ventura County is at 4%, which is slightly below the state average (4.4%) (EDD 2023). As such, the Cancer Center Component's temporary and permanent employment requirements could likely be met by the City's existing labor force without people needing to relocate into the Project region, and the Cancer Center Component would not stimulate population growth or a population concentration above what is assumed in local and regional land use plans. Therefore, impacts associated with population growth would be **less than significant**.

## Janss Road Site

As discussed above, the City is projected to add approximately 15,200 residents and 9,900 employees in the future, based on regional demographic and economic assumptions (SCAG 2020). Specifically, SCAG's forecast indicated the population will increase from the 2016 population of 129,500 to the projected 2045 population of 144,700 (an increase of 11.7%).

Future residential development associated with the Janss Road Component would directly induce population growth in the City by constructing nine residential units on the Janss Road site. According to SCAG, the average household size in the City is 2.8 persons (SCAG 2019). Using this factor of 2.8 persons per household, the Janss Road Component could support a residential population of approximately 25 persons. By comparison to SCAG's growth forecast, the future residential development's 25 additional residents would represent 0.16% of the projected growth in the City. As such, direct population growth resulting from future development at the Janss Road site would not constitute a substantial unplanned population growth within the City. Additionally, it should be noted that the Janss Road Component is included in this Project to ensure there would be not net loss of residential capacity as required under SB 330. Because the Janss Road Component would replace the potential residential development lost through development of the Cancer Center Component, the Janss Road Component would not result in an overall increase in development capacity or anticipated population within the City.

The future residential development would not lead to indirect growth, as the Janss Road Component does not propose substantial infrastructure improvements that would allow for additional unplanned growth in the area. As such, impacts related to induced population growth would be less than significant. Therefore, impacts related to substantial population growth would be **less than significant**.

## Displacement of Existing Housing and People

### Cancer Center Site

The Cancer Center site is currently vacant and contains no housing or other residential uses. The Cancer Center site is currently designated and zoned for residential use, and the Project would amend the General Plan designation and rezone the Cancer Center site to allow for a commercial medical facility. The act of rezoning the property would eliminate the potential for residences to be developed on the site. As explained in Section 3.3, Purpose, and Need, of this Draft EIR, Senate Bill 330 requires the re-zoning of another parcel(s) to ensure no net loss of residential zoning capacity would occur from approval of the Project. Thus, while development of the Cancer Center site with non-residential use would potentially result in the loss of developable residential land, the inclusion of the Janss Road Component would ensure that there would be no net loss of residential capacity within the City. Impacts would be **less than significant**.

### Janss Road Site

The Janss Road site is currently vacant and contains no housing or other residential uses. As discussed in Chapter 3, Project Description, the Janss Road site is currently zoned Public, Quasi-public and institutional Lands and Facilities (P-L). Rezoning of the Janss Road site would serve as a replacement for the loss of residential development capacity that would occur with implementation of the proposed Cancer Center Component. Given that no residential uses are currently located on site, no impacts associated with displacement of housing or people would occur, and the Janss Road site would provide for residential development capacity lost at the Cancer Center site, the impact would be **less than significant**.

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# 6 Other CEQA Considerations

## 6.1 Cumulative Impacts

Section 15130(a) of the State CEQA Guidelines requires a discussion of the cumulative impacts of a project when the project's incremental effect is cumulatively considerable. Cumulatively considerable, as defined in CEQA Guidelines Section 15065(a)(3), means that the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." The State CEQA Guidelines Section 15355 defines a cumulative impact as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

### 6.1.1 Cumulative Impact Approach

CEQA Guidelines Section 15130 identifies two basic methods for establishing the cumulative environment in which a project is considered: the use of a list of past, present, and probable future projects or the use of adopted projections from a general plan, other regional planning document, or a certified EIR for such a planning document. This cumulative analysis uses a combination of the "list" approach and the "projections" approach to identify the cumulative setting.

Probable future projects are those in the project vicinity that have the possibility of interacting with the project to generate a cumulative impact (based on proximity and construction schedule) and either:

- are partially occupied or under construction,
- have received final discretionary approvals,
- have applications accepted as complete by local agencies and are currently undergoing environmental review, or
- are projects that have been discussed publicly by an applicant or that otherwise become known to a local agency and have provided sufficient information about the project to allow at least a general analysis of environmental impacts.

### 6.1.2 Cumulative Setting

In many cases, the impact of an individual project may not be significant, but its cumulative impact may be significant when combined with impacts from other related projects. California Environmental Quality Act (CEQA) Guidelines Section 15355 defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." CEQA Guidelines Section 15130(b) states that "the discussion [of cumulative impacts] need not provide as great detail as is provided for the effects attributable to the project alone." Section 15130(b) further states that a cumulative impacts discussion "should be guided by standards of practicality and reasonableness."

Cumulative impacts can also occur from the interactive effects of a single project. For example, the combination of noise and dust generated during construction activities can be additive and can have a greater impact than either noise or dust alone. However, substantial cumulative impacts more often result from the combined effect of past,

present, and future projects located in proximity to a proposed project. Thus, it is important for a cumulative impacts analysis to be viewed over time and in conjunction with other related past, present, and reasonably foreseeable future projects, the impacts of which might compound or interrelate with those of the project under review.

### Geographic Scope

The geographic area that could be affected by the project varies depending on the type of environmental resource being considered. When the effects of the project are considered in combination with those other past, present, and probable future projects to identify cumulative impacts, the other projects that are considered may also vary depending on the type of environmental effects being assessed. Table 6-1 presents the general geographic areas associated with the different resources addressed in this analysis.

**Table 6-1. Geographical Scope of the Cumulative Impacts**

Environmental Resource	Geographical Scope
Aesthetics	Project site(s) and surrounding viewshed
Air Quality	Region (pollutant emissions that affect the air basin), immediate project vicinity (pollutant emissions that are highly localized)
Biological Resources	Defined differently for each species, based on species distribution, habitat requirements, and scope of impact from proposed activities
Cultural, Tribal Cultural, and Paleontological Resources	Project site
Energy	Region and immediate project vicinity
Greenhouse Gas Emissions	Global/statewide
Hazards and Hazardous Materials	Project site and immediate project vicinity
Land Use and Planning	Project site and immediate project vicinity
Noise	Project site and immediate project vicinity
Public Services and Recreation	Project site and surrounding areas
Transportation	Project site and surrounding areas
Utilities and Service Systems	Project site and surrounding areas
Wildfire	Project site and immediate project vicinity

### Project List

For the analysis of cumulative impacts associated with the Project, a cumulative project list was developed through consultation with the City of Thousand Oaks staff during the traffic scoping process for the Project. Tables 6-2 and 6-3 provides a list of these cumulative projects and their associated land use. The location of these projects are shown in Figure 6-1, Cumulative Projects for Cancer Center site, and in Figure 6-2, Cumulative Projects for Janss Road site.

**Table 6-2. Cumulative Projects - Cancer Center Site**

ID <sup>1</sup>	Project Address	Project Description	Use	Units	Size
1	395 Sherwood Court	Single-family residential	Residential Project		3,725 sf /1.33 acres

**Table 6-2. Cumulative Projects - Cancer Center Site**

ID <sup>1</sup>	Project Address	Project Description	Use	Units	Size
2	APN: 669-0-142-470 located behind 187 Flittner Cir	Single-family residential	Residential Project		1,979 sf/0.15 acres
3	59 Moody Court	Multi-family residential	Residential Project	4	7,885 sf/0.17 acres
4	2430 Alice Ann Road	Single-family residential	Residential Project		6,627 sf/1.03 acres
5	2200 E Thousand Oaks Blvd	Multi-family residential	Residential Project	165	7.58 acres
6	86 Long Court	Multi-family residential	Residential Project	73	118,848 sf/1.83 acres
7	APN: 670-0-250-230 (East side of Erbes Road, between Thousand Oaks Blvd and Hillcrest Dr)	Multi-family residential	Residential Project	30	0.74 acres
8	1730 Los Feliz Drive	Multi-family residential	Residential Project	24	0.54 acres
9	225 N Moorpark Road / 33 W Hillcrest Drive	Hotel and Commercial	Commercial Project	216 rooms	13,340 (commercial) sf/19.27 acres
10	1816 and 1818 Los Feliz Dr	Multi-family residential	Residential Project	45	1.5 acres
11	715 Paige Lane	Single-family residential	Residential Project		1,229 sf/0.13 acres
12	111 Jensen Ct	Multi-family residential	Residential Project	5	0.22 acres
13	842 Combes Ave	Single-family residential	Residential Project		2,112 sf/0.24 acres
14	299 E Thousand Oaks Blvd	Multi-family residential	Residential Project	142	3.01 acres
15	955 Brossard Dr	Single-family residential	Residential Project		1,569 sf/0.1 acres
16	901 Paige Ln, 835 Combes Ave, including APNs 677-0-110-325, -295, -335, -275, -365	New park with playground and sport courts	Recreational Open Space		14.1 acres

**Notes:**

<sup>1</sup> Corresponds with Figure 6-1, Cumulative Projects for Cancer Center Site

**Table 6-3. Cumulative Projects - Janss Road Site**

ID <sup>1</sup>	Project Address	Project Description	Use	Units	Size
1	130 Memorial Parkway	Redevelopment	Institutional Project		28,471 sf
2	200 Bethany Court	Church renovation	Institutional Project		34,630 sf/10.39 acres

**Table 6-3. Cumulative Projects - Janss Road Site**

ID <sup>1</sup>	Project Address	Project Description	Use	Units	Size
3	1175 Hendrix Avenue	New community center building and renovated park	Institutional Project		16,653 sf

**Notes:**

<sup>1</sup> Corresponds with Figure 6-2, Cumulative Projects for Janss Road Site

### 6.1.3 Cumulative Impact Analysis

Consistent with State CEQA Guidelines Section 15130, the discussion of cumulative impacts in this Draft EIR focuses on significant and potentially significant cumulative impacts. Section 15130(b) of the State CEQA Guidelines provides, in part, the following:

[t]he discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact.

A proposed project is considered to have a significant cumulative effect if:

- the cumulative effects of development without the project are not significant and the project's additional impact is substantial enough, when added to the cumulative effects, to result in a significant impact, or
- the cumulative effects of development without the project are already significant and the project contributes measurably to the effect.

The term "measurably" is subject to interpretation. The standards used herein to determine measurability are that the impact must be noticeable to a reasonable person or must exceed an established threshold of significance (defined throughout the resource sections in Chapter 4 of this Draft EIR). This cumulative analysis also assumes that all mitigation measures identified in Chapter 4 to mitigate project impacts are adopted and implemented.

The State CEQA Guidelines (Section 15130) identify two basic methods for establishing the cumulative environment in which the project is to be considered: the use of a list of past, present, and probable future projects or the use of adopted projections from a general plan, other regional planning document, or a certified EIR for such a planning document.

The cumulative impact analysis provided in this chapter evaluates whether the residual impacts of the Project would cause a cumulatively significant impact or would contribute considerably to existing/anticipated (without the project) cumulatively significant effects. Where the Project would so contribute, additional mitigation is recommended where feasible.

## Aesthetics

### Would the Project have a substantial adverse effect on a scenic vista?

#### Cancer Center Site

As discussed in Section 4.1, the City of Thousand Oaks General Plan does not specifically identify scenic vistas within the City, however, the General Plan identifies distinct landforms and natural features within and visible from the City as scenic resources. The closest scenic resources to the Cancer Center site are ridgelines and hillside terrain within Los Padres Open Space (located south of the Cancer Center site). As concluded in Section 4.1, development of the Cancer Center site with a medical office and associated features (e.g., site access and circulation, parking, landscaping, and utility improvements) would result in less than significant impacts to scenic vistas. Cumulative projects that are located within or near the project viewshed include cumulative projects (i.e., project 3, 6, and 12 shown in Figure 6-1). These projects consist of the development of multi-family residences on previously developed lots (Project 12 at 111 Jensen Court is undeveloped) located to the north of U.S. 101. Each of the three sites is bound or adjacent to existing professional services development (i.e., medical/dental offices). Because these projects are located to the north of the highway, proposed future development of the sites would not have an adverse effect on open space or other identified scenic resources including the hillsides and ridgelines of the Los Padres Open Space (which is located south of the highway). Therefore, development of the Cancer Center site as proposed **would not result in a cumulatively considerable impact** to scenic vistas.

#### Janss Road Site

As described in Section 4.1, it is reasonably foreseeable that future development of the Janss Road site would result in retention of existing perimeter trees and 9 single-family residential units in a manner consistent with the proposed zoning and General Plan land use designation. As such, Section 4.1 concluded that potential foreseeable development of the site would likely result in a less than significant impact to scenic vistas; however, additional discretionary City review and CEQA analysis would be required once a formal development application is submitted to the City for review. Through adherence to applicable City development standards and assuming retention of existing perimeter trees, reasonably foreseeable development of the Janss Road site would not result in a cumulatively considerable impact to scenic vistas. The area surrounding the Janss Road site is bordered by medical facilities to the north and east and single-family residential homes to the south. The Wildwood Open Space area is located to the west, across North Lynn Road. Due to the developed nature of the surrounding area, and the presence of preserved open space to the west, future development within the limited viewshed of the Janss Road site is unlikely to result in substantial obstruction or interruption of available public views to City identified scenic resources (including the hillside and ridgelines of the Arroyo Conejo Open Space area). Therefore, future development of the Janss Road site **would not result in a cumulatively considerable impact** to scenic vistas.

### ***Would the Project substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?***

#### Cancer Center Site

As described in Section 4.1 above, the closest state scenic highway is SR-27 located approximately 17 miles southwest of the Cancer Center site. The state scenic highway map identifies one scenic county route (Mulholland Highway) approximately 5.75 miles south of the Cancer Center site. Due to distance, and intervening terrain, the Cancer Center site is not visible from Mulholland Highway. However, the Cancer Center site and cumulative Projects 3, 5, 6, 9, and 12 are located within proximity to U.S. 101, which is designated as an eligible state scenic highway.

While Cumulative Projects 3, 6, and 12 are within or near the viewshed of the Cancer Center site, development of these cumulative projects would mostly occur on previously disturbed lots and would not result in substantial damage to scenic resources. The Cumulative Project 12 site is not visible from U.S. 101 due to the presence of intervening features (i.e., landscape berm and mature trees and two-story structures) between the highway and site (thus, future development would not result in substantial damage to resources within the viewshed of the highway). Regarding Cumulative Project 9, development of the Los Robles Green Golf Course with a multistory hotel and commercial project would be visible from U.S. 101; however, the existing between the golf course and highway is densely planted with mature trees which result in primarily obstructed views to the golf course and open space areas to the south. Given the lack of existing available views to local open space along the U.S. 101 frontage of Cumulative Project 9, future development of the site would not result in a new (or substantial) adverse effect on a scenic vista. Lastly, Cumulative Project 5 is located to the north of U.S. Route 101 and as such, future development of the site would not alter views from the highway to identified scenic resources located to the south of the highway (including ridgelines and hillsides in the Los Padres Open Space). Based on the analysis presented above and because development of the Cancer Center site would not be visible from a designated state scenic highway and would not substantially damage scenic resources visible from an eligible state scenic highway, this impact **would remain less than cumulatively considerable**.

#### Janss Road Site

As described in Section 4.1, the Janss Road site is not located in proximity to a designated state scenic highway and future development would not be visible from a state scenic highway. Therefore, this Janss Road Component **would not cumulatively contribute** to damage of scenic resources visible from an eligible state scenic highway.

*In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?*

#### Cancer Center Site

As described in Section 4.1, the Cancer Center would be consistent with the policies governing scenic quality. The Project would include limited grading on slopes greater than 25% natural grade, which can be allowed through a discretionary Planning entitlement application. Other projects within the viewshed of the Cancer Center site (i.e., Cumulative Projects 3, 6, and 12) are located on relatively flat sites that do not contain slopes of 25% grade or greater. Additionally, and as concluded in Section 4.1, future views to the retaining walls and modified slopes on the Cancer Center site would be mostly limited to passing motorists on Rolling Oaks Drive and would not result in a substantial effect to existing scenic quality. Therefore, the limited policy conflicts identified for development of the Cancer Center site **would not be cumulatively considerable**.

#### Janss Road Site

As described in Section 4.1, the City's design and review process would ensure that any future development proposed at the Janss Road site complies with the Municipal Code and is harmonious with the purpose of the Residential Planned Development rezone and is compatible with surrounding development and therefore impacts would be less than significant. Cumulative projects that do not comply with policies that govern scenic quality would be required to implement appropriate mitigation measures to reduce impacts from conflict with policies governing scenic quality. This impact **would remain less than cumulatively considerable**.

***Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

Cancer Center Site

As described in Section 4.1, development of a medical facility at the Cancer Center site would entail the installation of new lighting and glare sources. However, new lighting installed on the Cancer Center site and new lighting on cumulative project sites would adhere to applicable City ordinances and standards including Thousand Oaks Municipal Code Sections 9-4.2405 (b) (general lighting standards applicable to off-street parking areas) and 9.42308(b) regarding signage lighting. Therefore, in combination with all other cumulative projects, development of the Cancer Center site **would not result in a cumulatively considerable impact** related to lighting and glare.

Janss Road Site

As described in Section 4.1, future development of the Janss Road site with nine residential units would introduce new sources of lighting and potentially, glare, to the site. However, lighting associated with the Janss Road component and nearby cumulative projects would adhere to applicable City ordinances and standards. Therefore, in combination with nearby cumulative projects, reasonably foreseeable development of the Janss Road site **would not result in a cumulatively considerable impact** to lighting and glare.

Air Quality

***Would the Project conflict with or obstruct implementation of the applicable air quality plan?***

Cancer Center Project

As discussed in Section 4.2.4, buildout of the project would not exceed the growth projections for the City for employment estimates. As discussed in response to Thresholds 4.2a and 4.2b (see Section 4.2, Air Quality, of this Draft EIR), implementation of the project would result in construction and operational emissions that would be below the Ventura County Air Pollution Control District (VCAPCD) mass daily regional significance thresholds, and as such, would not conflict with the VCAPCD's consistency criterion for consistency with an applicable Air Quality Management Plan (AQMP). The impact of the project, in addition to growth anticipated through cumulative projects listed in Table 6-2, would constitute a less than significant cumulative impact related to AQMP implementation with mitigation. Therefore, the impact **would remain less than cumulatively considerable**.

Janss Road Site

As discussed in Section 4.2.4, buildout of the project would not exceed the growth projections for the City for housing estimates. As discussed in response to Thresholds 4.2a and 4.2b (see Section 4.2, Air Quality, of this Draft EIR), implementation of the project would result in construction and operational emissions that would be below the VCAPCD's mass daily regional significance thresholds, and as such, would not conflict with the VCAPCD's consistency criterion for consistency with an applicable AQMP. The impact of the project, in addition to the additional growth anticipated through cumulative projects listed in Table 6-3, would constitute a less than significant cumulative impact related to AQMP implementation with mitigation. Therefore, the impact **would remain less than cumulatively considerable**.

***Would the project 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?***

Cancer Center Site

As discussed previously, air pollution by nature is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the VCAPCD develops and implement plans for future attainment of ambient air quality standards. The potential for the project to result in a cumulatively considerable impact, specifically, a cumulatively considerable new increase of any criteria pollutant for which the project region is nonattainment under an applicable National Ambient Air Quality Standards (NAAQS) and/or California Ambient Air Quality Standards (CAAQS), is addressed in response to Threshold 4.2b (see Section 4.2, Air Quality, of this Draft EIR). Consistent with the finding for the project, the cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment would be less than significant during construction and operation for cumulative impacts. Therefore, the impact **would remain less than cumulatively considerable**.

Janss Road Site

As discussed previously, air pollution by nature is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the VCAPCD develops and implement plans for future attainment of ambient air quality standards. The potential for the project to result in a cumulatively considerable impact, specifically, a cumulatively considerable new increase of any criteria pollutant for which the project region is nonattainment under an applicable NAAQS and/or CAAQS, is addressed in response to Threshold 4.2b. Consistent with the finding for the project, the cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment would be less than significant during construction and operation for cumulative impacts. Therefore, the impact **would remain less than cumulatively considerable**.

***Would the project expose sensitive receptors to substantial pollutant concentrations?***

Cancer Center Site

As discussed in response to Threshold 4.2c regarding sensitive receptors, the project would result in a less than significant impact for construction-related and operational impacts. The project would also not cause or create a carbon monoxide (CO) hotspot. The project would not emit substantial quantities of criteria pollutant emissions or toxic air contaminants (TACs) during operation. The impact of the project, in addition to growth within ½-mile of the project could further increase the exposure of air quality pollutants to sensitive receptors. All cumulative projects within Table 6-2 are residential and commercial and the majority of their emissions (mobile sources) are offsite. Emissions during construction would disperse rapidly from the project sites and generally occur at magnitudes that would not affect substantial numbers of people. Consistent with the significance finding for the project, during construction there would be a less than significant cumulative impact related to exposure of sensitive receptors to substantial pollutant concentrations from TACs. Consistent with the significance finding for the project, during operation there would be a less than significant cumulative impact related to exposure of sensitive receptors to substantial pollutant concentrations from TACs. Therefore, the impact **would remain less than cumulatively considerable**.

Janss Road Site

As discussed in response to Threshold 4.2c regarding sensitive receptors, the project would result in a less than significant impact for construction-related and operational impacts. The project would also not cause or create a CO hotspot. The project would not emit substantial quantities of criteria pollutant emissions or TACs during



operation. The impact of the project, in addition to growth within ½-mile of the project could further increase the exposure of air quality pollutants to sensitive receptors. All cumulative projects within Table 6-3 are commercial and the majority of their emissions (mobile sources) are offsite. Emissions during construction would disperse rapidly from the project sites and generally occur at magnitudes that would not affect substantial numbers of people. Consistent with the significance finding for the project, during construction there would be a less than significant cumulative impact related to exposure of sensitive receptors to substantial pollutant concentrations from TACs. Consistent with the significance finding for the project, during operation there would be a less than significant cumulative impact related to exposure of sensitive receptors to substantial pollutant concentrations from TACs. Therefore, the impact **would remain less than cumulatively considerable**.

***Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?***

#### Cancer Center Site

As discussed in response to Threshold 4.2d in Section 4.2.4 regarding odors or other emissions, the project would result in a less than significant impact during construction and operation. Odor impacts are generally limited to the immediate area surrounding the source. Potential odors from the project site would be temporary and limited (due to the type of land uses—medical office buildings are not typically substantial odor-producing land uses) and all Cumulative projects in Table 6-2, among other developments in the SCCAB, would be subject to VCAPCD Rule 51. Therefore, the project would not contribute to a cumulatively considerable impact regarding other emissions, such as those leading to odors, which would adversely affect a substantial number of people. Therefore, the impact **would remain less than cumulatively considerable**.

#### Janss Road Site

As discussed in response to Threshold 4.2d in Section 4.2.4 regarding odors or other emissions, the project would result in a less than significant impact during construction and operation. Odor impacts are generally limited to the immediate area surrounding the source. Potential odors from the project site would be temporary and limited (due to the type of land uses—residences are not typically substantial odor-producing land uses) and all Cumulative Projects in Table 6-3, among other developments in the South Central Coast Air Basin (SCCAB), would be subject to VCAPCD Rule 51. Therefore, the project **would not contribute to a cumulatively considerable impact** regarding other emissions, such as those leading to odors, which would adversely affect a substantial number of people

#### Biological Resources

***Would the Project 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 U.S. Fish and Wildlife Service?***

#### Cancer Center Site

The project has the potential to impact least Bell's vireo, coastal California gnatcatcher, coastal whiptail, nesting birds, bats, and Crotch bumble bee. Mitigation measures are proposed that would avoid and minimize direct impacts to these resources, as well as potentially compensating for the loss of habitat for coastal California gnatcatcher, which would mitigate impacts to less than significant. The Cumulative Projects in Table 6-2 are primarily new single-family home projects within already residential areas or redevelopment projects. It is expected that all the projects would be required to provide mitigation measures to avoid and minimize impacts to candidate,

sensitive, or special status species. As such, the project's contribution to effects on candidate, sensitive, or special status species **would be less than cumulatively considerable**.

### Janss Road Site

The project will not impact species identified as a candidate, sensitive, or special status species. Therefore, future development of the Janss Road site **would not cumulatively contribute** to effects on candidate, sensitive, or special status species.

***Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

The Project would have a less than significant impact on riparian habitat or other sensitive natural communities. As a result, the Project's contribution to cumulative impacts on riparian habitat or other sensitive natural communities **would be less than cumulatively considerable**.

***Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

The Project would not impact state or federally protected wetlands. Therefore, the Project's contribution to cumulative impacts related to state or federally protected wetlands **would be less than cumulatively considerable**.

***Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

The Cancer Center site and Janss Road site do not support aquatic features that would provide native residents or migratory fish movement. Due to the amount of developed area surrounding the Cancer Center site and Janss Road site, wildlife movement through both sites is generally restricted to local movement as opposed to a regional basis. As such, the Project's contributions to cumulative impacts to wildlife movement **would be less than cumulatively considerable**.

***Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

### Cancer Center Site

The site plan has proposed the removal of 14 protected oak trees due to construction. Any protected oak tree that requires removal shall require replacement at 3:1 on the project site, and 42 mitigation oaks would be planted as a result of this. It is expected that the Cumulative Projects in Table 6-2 would also be required to mitigate for removal of protected trees at that ratio. As such, the project's contributions to cumulative impacts to protected trees **would be less than cumulatively considerable**.

### Janss Road Site

For purposes of this analysis, it is assumed future development of the Janss Road site would result in the removal of 2 protected oak trees. Any protected oak tree that requires removal at the Janss Road site shall require replacement at 3:1 on the project site. It is expected that the Cumulative Projects in Table 6-3 would also mitigate

at that ratio. As such, the project's contributions to cumulative impacts to protected trees **would be less than cumulatively considerable.**

***Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?***

The Cancer Center site and Janss Road site are not within any Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state HCP. Therefore, the Project's contribution of cumulative impacts to an adopted HCP, NCCP, or other approved local, regional, or state HCP **would not be cumulatively considerable.**

## Cultural, Tribal Cultural, and Paleontological Resources

### Cultural and Tribal Cultural Resources

#### Cancer Center Site

Potential cumulative impacts to cultural and tribal cultural resources would result from projects that combine to create an environment where cultural and/or tribal cultural resources are vulnerable to destruction by demolition or alteration, earthmoving equipment, looting by the public, and natural causes such as weathering and erosion. The majority of impacts to cultural and tribal cultural resources are site-specific and are therefore generally mitigated on a project-by-project basis. Cumulative projects would be required to assess impacts to cultural and/or tribal cultural resources. Additionally, as needed, projects would incorporate individual mitigation for site-specific cultural and/or tribal cultural resources and conditions present for each individual project site. Furthermore, the project does not propose construction (including grading/excavation) or design features that could directly or indirectly contribute to an increase in a cumulative impact to known cultural and/or tribal cultural resources, as the mitigation measures provided in analysis conducted for this project ensures any significant cultural resources uncovered during project implementation would be properly identified, evaluated, and treated. Therefore, the project, in combination with the past, present, and reasonably foreseeable future projects in the vicinity, would result in less-than-significant cumulative impacts to cultural and/or tribal cultural resources, and no further mitigation measures are required. Moreover, impacts to cultural and/or tribal cultural resources would be avoided and/or mitigated with implementation of a cultural resource discovery management plan, workers environmental awareness program, and inadvertent discovery clause. Therefore, the Project's contribution to cumulative impacts would not be cumulatively considerable. As a result, the project's contribution to cumulative impacts related to archaeological and tribal cultural resources **would be less than cumulatively considerable.**

#### Janss Road Site

Future development at the Janss Road site would include ground disturbance. Mitigation measures are provided to ensure any significant cultural resources uncovered during project implementation would be properly identified, evaluated, and treated by qualified archaeologist. Therefore, future development at Janss Road site, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would result in less-than-significant cumulative impacts to cultural resources, and no further mitigation measures are required. Implementation of a supplemental assessment including subsurface testing, cultural resource discovery management plan, workers' environmental awareness program, and an inadvertent discovery clause would also be required once a development plan is proposed at the site. Therefore, the Project's contribution to cumulative **impacts would not be cumulatively considerable.**

## Paleontological Resources.

### Cancer Center Site

Potential cumulative impacts to paleontological resources would result from projects that combine to create an environment where fossils, exposed on the surface, are vulnerable to destruction by earthmoving equipment, looting by the public, and natural causes such as weathering and erosion. The majority of impacts to paleontological resources are site-specific and are therefore generally mitigated on a project-by-project basis. Cumulative projects would be required to assess impacts to paleontological resources. Additionally, as needed, projects would incorporate individual mitigation for site-specific geological units present on each individual project site. The project would not directly or indirectly contribute to an increase in a cumulative impact to paleontological resources because the mitigation measure proposed would ensure any significant paleontological resources uncovered during project excavations would be properly analyzed and salvaged by the on-site paleontological monitor. Therefore, the project, in combination with the past, present, and reasonably foreseeable future projects in the vicinity, would result in less-than-significant cumulative impacts to paleontological resources. Moreover, impacts to paleontological resources would be avoided and/or mitigated with implementation of a paleontological mitigation program during excavations into paleontologically sensitive geological units. Therefore, the Project's contribution to cumulative impacts **would not be cumulatively considerable**.

### Janss Road Site

The project would not directly or indirectly contribute to an increase in a cumulative impact to paleontological resources because the mitigation measure proposed would ensure any significant paleontological resources uncovered during project excavations would be properly analyzed and salvaged by the on-site paleontological monitor. Therefore, the project, in combination with the past, present, and reasonably foreseeable future projects in the vicinity, would result in less-than-significant cumulative impacts to paleontological resources. Moreover, impacts to paleontological resources would be avoided and/or mitigated with implementation of a paleontological mitigation program during excavations into paleontologically sensitive geological units. Therefore, the Project's contribution to cumulative impacts **would not be cumulatively considerable**.

## Energy

***Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?***

Cumulative projects that could exacerbate the Project's impacts include any projects that could result in wasteful, inefficient, or unnecessary use of energy. However, cumulative projects would be required by the City, as applicable, to conform to current federal, state, and local energy conservation standards, including the California Energy Code Building Energy Efficiency Standards (24 CCR Part 6), the CALGreen Code (24 CCR Part 11), and SB 743.

As a result, the Project, in combination with other reasonably foreseeable projects, would not cause a wasteful use of energy or other non-renewable natural resources. Therefore, the energy demand and use associated with the Project and cumulative projects would not substantially contribute to a cumulative impact on existing or proposed energy supplies or resources and would not cause a significant cumulative impact on energy resources. Therefore, the Project's contribution to cumulative impacts **would not be cumulatively considerable**.

***Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?***

Future development would be subject to the Title 24 standards in place at the time of construction. It is speculative whether other projects would conflict with a state or local plan for renewable energy. However, development projects are subject to CEQA and evaluate whether a conflict with applicable plans would occur.

The Cancer Center component would not conflict with applicable plans for renewable energy as it would be required to include solar pursuant to Title 24. Further, the cumulative projects identified in Table 6-2 and 6-3 would also include commercial that would be subject to the solar requirements of Title 24. As such, the Project in combination with other reasonably foreseeable projects, would not conflict with a state or local plan for renewable energy or energy efficiency. Therefore, the Project's contribution to cumulative impacts **would not be cumulatively considerable**.

### **Greenhouse Gas Emissions**

***Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. As previously discussed in Section 4.6.1, Existing Conditions, GHG emissions inherently contribute to cumulative impacts, and thus, any additional GHG emissions would result in a cumulative impact. As shown in Table 4.6-6, the Project would not exceed the GHG threshold established (see Section 4.6.3 of this Draft EIR), Therefore, the Project's contribution to cumulative generation of GHG emissions **would not be cumulatively considerable**.

***Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

As discussed in response to Threshold 4.6b (see Section 4.6.3 of this Draft EIR), the Project would not conflict with any applicable GHG reduction plans, including applicable GHG-related laws and regulations, SCAG's 2020-2045 RTP/SCS, SB 32, EO S-3-05, and CARB's Scoping Plan. Therefore, the Project's contribution to cumulative impacts **would not be cumulatively considerable**.

### **Hazards and Hazardous Materials**

Because cumulative projects would be fully regulated, thus reducing potential for public safety risks, cumulative impacts associated with exposure to hazards and hazardous materials would be less than significant. Through compliance with regulatory requirements, the construction or operation of the Project itself would not create significant human or environmental health or safety risks that could combine with other project impacts to create a significant and cumulatively considerable impact. For these reasons, the proposed project **would not result in cumulatively considerable impacts** related to hazards and hazardous materials.

### **Land Use and Planning**

Cumulative land use impacts could occur if any of the related projects would result in incompatible land uses or result in land uses that are inconsistent with adopted land use plans when combined with the impacts of the Project. Given the built-out conditions of the greater Los Angeles Metropolitan region, including the Cancer Center and Janss Road site, cumulative development would likely convert existing underutilized properties in the Project Vicinity to needed uses.

Generally, land use conflicts would be related to noise, traffic, air quality, and hazards/human health and safety issues, which are discussed in Chapter 4 of this Draft EIR. Land use conflicts are also typically site-specific and not cumulative in nature; in other words, despite the number of cumulative projects in a given area, they would not necessarily compound to create cumulative land use conflicts. Cumulative incompatibility issues associated with surrounding developments or projects are anticipated to be addressed and mitigated for on a project-by-project basis. In addition, the cumulative environmental effects associated with implementation of the Project have been addressed throughout Chapter 4 of this Draft EIR. Further, all related projects in the City would be subject to applicable zoning and land use designations and environmental review that would address potential land use conflicts. Therefore, the Project's contribution to land use and planning impacts **would be less than cumulatively considerable**.

## Noise

### Cancer Center Site

The cumulative context for traffic noise is the traffic volume increases on roadways in the Project vicinity as a result of implementation of the proposed Project. The Project transportation analysis considered the addition of traffic trips from cumulative projects as identified by the City.

Non-transportation noise sources (e.g., Project operation) and construction noise impacts are typically project-specific and highly localized (i.e., these do not generally affect the community noise level at distances beyond several hundred feet). Construction activities associated with proposed or future development within the area would contribute to cumulative noise levels, but in a geographically limited and temporary manner. As other development occurs in the area, noise from v of uses (e.g., traffic, aircraft, and fixed noise sources) would continue to combine, albeit on a localized basis, to cause increases in overall background noise conditions within the area. As a result, such sources do not significantly contribute to cumulative noise impacts at distant locations and are not evaluated on a cumulative level.

The analysis of off-site Project-related traffic noise levels included an evaluation of traffic volumes and resulting roadway traffic noise levels from cumulative projects. Table 4.9-6 (in Section 4.9, Noise, of this EIR) shows that the maximum noise level increase for the Cumulative versus Cumulative plus Project scenario would be less than 1 dBA. Therefore, the project's contribution to traffic noise impacts **would be less than cumulatively considerable**.

### Janss Road Site

As discussed in Section 4.9.4 (see Section 4.9, Noise, of this EIR), the estimated increase in traffic noise related to anticipated development of 9 residential units at the Janss Road site would be negligible. Therefore, it is anticipated the project's contribution to traffic noise impacts **would be less than cumulatively considerable**.

## Public Services and Recreation

A significant adverse cumulative impact related to public services or recreation facilities could occur if the service demands of the Project were to combine with those of related projects, triggering a need for new or physically altered public service facilities or recreation facilities, the development of which could cause significant environmental impacts. A significant adverse cumulative impact could also occur if the Project were to make a considerable contribution to a previously existing deficit in the City's public services.

The cumulative study area used to assess potential cumulative public services and recreation impacts includes the City, Ventura County Fire Department (VCFD) and Ventura County Sheriff's Department (VCSD) service areas, and

the Conejo Valley Unified School District (CVUSD) service area. Cumulative impacts to public services, including fire and police protection, parks and recreation facilities, schools, and other public facilities, would result if projects collectively increase demand on services or facilities such that additional services or facilities must be constructed or provided. Cumulative projects would likely result in an incremental increase in the demand for fire protection, police protection, parks and recreation facilities, schools (for cumulative projects that have a residential component), and other public services.

### Fire Protection

Cumulative growth within the County could result in a need for additional fire protection services to serve new development. Cumulative projects proposed, such as commercial, residential, or industrial projects, would require fire protection services from fire agencies within the region. There are five fire stations that provide both fire and emergency medical services to the City. As explained and substantiated in Section 4.10.4, Impacts Analysis, the Project alone would not be anticipated to have a significant effect on fire protection services (meaning that the Project in-and-of-itself would not cause the need for new or physically altered government facilities in order to maintain acceptable levels of service).

Additionally, it is expected that related projects would incorporate similar design elements and operational practices consistent with the California Fire Code into their building design, such as sprinklers and fire alarms, and adequate emergency access, which would reduce each project's incremental effect on fire services by preventing emergencies and facilitating expedient access and response. As a result, the project's contribution to cumulative impacts on fire services **would be less than cumulatively considerable**.

### Police Protection

The increase in demand for law enforcement services from implementation of cumulative projects could have the potential to result in the need to construct or expand existing police facilities, which would have the potential to create an adverse impact on the environment. The VCSD would serve the Project and cumulative projects identified within the City (see Table 6-2 and 6-3). Although the majority of cumulative projects would require discretionary actions and would be required to demonstrate compliance with CEQA prior to project approval, they would incrementally increase the need for law enforcement services, which would have the potential to result in a significant cumulative impact.

The Project and cumulative projects would be required to pay applicable development impact fees to the City prior to the issuance of building permits. These fees would help offset incremental impacts to resources and facilities by helping to fund capital projects, as needed. When staff and facilities are expanded to serve future development in the Project area and surrounding cities, any physical expansion or alteration of facilities would be subject to environmental review. Therefore, although cumulative impacts related to VCSD facilities may occur, the Project's contribution to any such impacts **would be less than cumulatively considerable**.

### Schools

The increase in student population as a result of the Project and cumulative residential projects could require the construction or expansion of school facilities. However, as discussed in Section 4.10.4, under State law, development projects are required to pay established school impact fees in accordance with SB 50 at the time of building permit issuance, in addition to the fees collected by CVUSD. As discussed in Section 4.10.2 of this Draft EIR, development impact fees collected in accordance with SB 50 are deemed "to provide full and complete school facilities mitigation." Therefore, the increase in demand for school facilities and services due to cumulative

development would be adequately mitigated to a less-than-significant level by the payment of school impact fees. As such, the Project's contribution to cumulative impacts to schools **would be less than cumulatively considerable**.

### Parks and Recreation

Buildout of the Project, along with cumulative projects, could increase use of existing local and regional parks and recreation facilities, and could result in the accelerated deterioration of recreational facilities. However, the deterioration that would occur to local parks and recreational facilities from regional population growth may be offset with funding from new development, such as in-lieu fees for parks or donation of parkland. Cumulative projects would be required to demonstrate compliance with CEQA and/or the National Environmental Policy Act prior to project approval, and existing federal, state, and local regulations related to parks and recreational facilities would mitigate potential adverse impacts to the environment that may result from the expansion of such facilities. It is assumed that the residential cumulative projects would include on-site private open space, as required by the Municipal Code, and at least some on-site recreation facilities, such as common open space. Therefore, the increase in population as a result of cumulative development would not result in a significant impact to parks and recreation facilities. As such, the Project's contribution to cumulative impacts to parks and recreational facilities **would be less than cumulatively considerable**.

### Other Public Facilities

Future development would generate new tax revenue that would act as funding sources for other public facilities, such as libraries. Cumulative projects, including the Project, would be subject to applicable development fees. Required payment of applicable development fees ensures that impacts on the County library system remain less than significant. As such, the Project's contribution to cumulative impacts to other public facilities, such as libraries, **would be less than cumulatively considerable**.

### Transportation

***Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***

#### Cancer Center Site

As described under the discussion for Threshold (a) and Section 4.8, Land Use and Planning, the proposed Project is consistent with the 2020–2045 RTP/SCS (Connect SoCal), the City's General Plan, the City's ATP, City Council Resolution No. 2019-011, and would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities under cumulative conditions. Project development would increase transit accessibility of jobs and services within the project site's vicinity, which has a mix of residential, office and commercial development uses, thereby reducing travel demands for people and the resulting VMT. The proposed Project would not alter the existing roadway network nor hinder the City's ability to emphasize a diversity of transportation modes or choices, now or in combination with other cumulative projects. The Project would not include site improvements that would extend into the public right-of-way or interfere with existing public transit, bicycle, or pedestrian facilities, or impede the construction of new or the expansion of such existing facilities in the future. Finally, the Los Robles Medical Center Traffic and Parking Study (Appendix H-1 of this EIR) indicates that the medical office would maintain LOS C operation for roadways and intersections under the cumulative plus project conditions, and therefore would meet the City of Thousand Oaks General Plan LOS policy. Therefore, cumulative impacts related to a program, plan, ordinance, or policy related to addressing the circulation system would be less than significant.



### Janss Road Site

As described under the discussion for Threshold (a) and Section 4.8, Land Use and Planning, the proposed Project is anticipated to be consistent with the 2020–2045 RTP/SCS (Connect SoCal), the City’s General Plan, the City’s ATP, City Council Resolution No. 2019-011, and would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities under cumulative conditions. Site specific information is not available for the project, however, the site is in a developed area of the city with existing roadways, bicycle, pedestrian, and transit facilities in the immediate vicinity. It is unlikely that the project would need to alter the existing roadway network or hinder the City’s ability to emphasize a diversity of transportation modes or choices, now or in combination with other cumulative projects. Site improvements would likely not extend into the public right-of-way or interfere with existing public transit, bicycle, or pedestrian facilities, or impede the construction of new or the expansion of such existing facilities in the future. Similar to the Los Robles Medical Center, the project would be subject to the City’s Design Standards and zoning code, which are intended to help implement the City General Plan goals and policies. Finally, the Los Robles Medical Center Traffic and Parking Study (Appendix H-1 of this EIR) found that the study-area intersections would continue to operate at LOS C or better under the cumulative plus project conditions. Therefore, cumulative impacts related to a program, plan, ordinance, or policy related to addressing the circulation system would be less than significant.

***Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?***

### Cancer Center Site

The Project would have a less than significant impact on vehicle miles traveled (VMT), because the Project’s VMT of 20.65 VMT per employee does not exceed the Citywide average VMT per employee. Per OPR guidelines, “...A project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa...” As such, the Project would not exceed the City’s threshold for VMT and the Project’s contribution to cumulative VMT would not be cumulatively considerable. Thus, the proposed Project would result in **less-than-significant cumulative** transportation impacts.

### Janss Road Site

The Project would have a less than significant impact on VMT, because the Project’s residential VMT of 12.69 per resident does not exceed the Citywide average VMT per resident. Per Governor’s Office of Planning and Research (OPR) guidelines, “...A project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa...” As such, the Project would not exceed the City’s threshold for VMT and the Project’s contribution to cumulative VMT would not be cumulatively considerable. Thus, the proposed Project would result in **less-than-significant cumulative** transportation impacts.

***Would the Project substantially increase hazards due to a road design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

Cancer Center Site

Impacts related to hazardous design features would be identical to the impacts described in the Project-specific impacts section. All proposed project design features would occur entirely on-site. The Project would be subject to the City's standard design guidelines to regulate the design of the Project through the General Plan and Zoning Ordinance to ensure compatible use. Additionally, there would be no changes to the off-site circulation on City roads and therefore no potential to cumulatively impact any off-site circulation. Likewise cumulative projects would be subject to the same City standards. Therefore, cumulative impacts associated with hazardous design features or incompatible land uses would be **less than significant**.

Janss Road Site

Impacts related to hazardous design features would be identical to the impacts described in the Project-specific impacts section. Although site specific information is not available for the project, the project would be subject to the City's standard design guidelines to regulate the design of the Project through the General Plan and Zoning Ordinance to ensure compatible use. All on-site and adjacent off-site improvements must be designed in accordance with all applicable design standards set forth by the City. Likewise cumulative projects would be subject to the same City standards. Therefore, cumulative impacts associated with hazardous design features or incompatible land uses would be **less than significant**.

***Would the Project result in inadequate emergency access?***

Cancer Center Site

Impacts related to inadequate emergency access would be identical to the impacts described in the Project-specific impacts section. Because the Project and other cumulative projects would comply with all applicable local requirements related to emergency vehicle access and circulation, the Project would not result in inadequate emergency access. Therefore, cumulative impacts associated with inadequate emergency access would be **less than significant**.

Janss Road Site

Impacts related to inadequate emergency access would be identical to the impacts described in the Project-specific impacts section. Similar to the Los Robles Medical Center, the Janss Road project must be designed according to the City's applicable design standards to ensure adequate access to the project site, including access for emergency vehicles and adequate turning radii is provided. Because the Project and other cumulative projects would comply with all applicable local requirements related to emergency vehicle access and circulation, the Project would not result in inadequate emergency access. Therefore, cumulative impacts associated with inadequate emergency access would be **less than significant**.

## Utilities and Service Systems

### Water Supply

Development of the Project would increase land-use intensities in the area, resulting in increased water usage. The Project would be served by California American Water-Ventura County District (California American Water). As such, development of the Project would increase the amount of water used in the Hesperia Water District's service area. California American Water's 2020 Urban Water Management Plan (UWMP) estimates the annual water demand for 2025 is projected to be 16,662 acre-feet per year. This equates to approximately 5.43 billion gallons a year of water or 14.87 million gallons a day (mgd). California American Water UWMP states that Ventura County District and other water agencies in Southern California have planned provisions for regional water for the growing population, including drought scenarios for its service area. This plan includes a new water demand forecast prepared for the major categories of demand and uses regional population, demographic projections, the dry climate, historical water use to develop these forecasts. As such, the Project would not be expected to result in increased water usage that would cause the need for new entitlements, resources, and/or treatment facilities that are not already being planned to accommodate regional growth forecasts.

Lastly, compliance with the CALGreen Building Code would be required for new development; CALGreen Building Code standards require a mandatory reduction in outdoor water use, in accordance with the California Department of Water Resources (CDWR) Model Water Efficient Landscape Ordinance. This requirement would ensure that the Project and cumulative development do not result in wasteful or inefficient use of limited water resources. As such, the Project's contribution to cumulative impacts related to water supply **would be less than cumulatively considerable**.

### Wastewater

The Cancer Center would connect to the existing sanitary sewer lines within Rolling Oaks Drive and Los Padres Drive and would connect to an existing manhole at the intersection of Rolling Oaks Drive and Los Padres Drive. The project proposes construction of a new 8-inch sewer line that would connect to the proposed building at two different locations. As described and analyzed above and within this section the project's wastewater impacts, when considered in a cumulative context, would be less than significant. Similar to the project, cumulative projects would be required to implement standard best management practices, as part of an NPDES-mandated stormwater pollution prevention plan, which would reduce potential water quality impacts to less-than-significant levels. Therefore, the project combined with related cumulative projects would result in a less than significant impact related to the expansion of the existing wastewater infrastructure required to accommodate the increased wastewater flows.

The City sewer system and HCTP would provide wastewater services and treatment and no deficiencies in local infrastructure are identified. In addition, the Project as well as cumulative development would be required to receive a City encroachment (right-of-way) and/or wastewater permit that includes payment of permit fees and a Department of Public Works approved service-lateral plan and profile construction drawing, compliant with Building and Plumbing Code requirements, for all sewer lateral attachments. No significant issues or impacts are anticipated with regard to provision of sewerage infrastructure for the Project and no local infrastructure issues exist that would be exacerbated with the Project. The Project's new wastewater generation would represent a negligible portion of the HCTP's annualized daily capacity, with adequate unused excess treatment capacity. As such the Project's contribution **would not be cumulatively considerable**.

## Solid Waste

Development of the Project, in combination with related past, present, and reasonably foreseeable projects, would increase land-use intensities in the area, resulting in increased solid waste generation in the service area for the Calabasas Landfill or the Toland Road Landfill, Oxnard Materials Recovery Facility, and American Organics. However, the proposed Project and other related projects have been or would be implemented within an urban infill and/or redevelopment project area. As such, solid waste is already being generated or being accounted for at the Project site and the related project sites. Further, AB 939, or the Integrated Waste Management Act of 1989, mandates that cities divert from landfills 50% of the total solid waste generated to recycling facilities. In order to maintain State requirements of diverting 50% of solid waste and to offset impacts associated with solid waste, the proposed Project, and all related projects, when considered in a cumulative context, would be required to implement waste reduction, diversion, and recycling during both demolition, construction, and operation.

Through compliance with City and state solid waste diversion requirements, along with the recycling collection process that would be part of the proposed Project design, the Project's contribution **would be less than cumulatively considerable**.

## Electric Power, Natural Gas, and Telecommunication

Development of the Project would add to demands for energy and would increase requirements for telecommunication technology infrastructure. As part of the Project, natural gas and telecommunication lines would be extended onsite, resulting in localized less-than-significant impacts. Given the nature of telecommunication and gas lines (which are not typically subject to the constraints of existing facilities), once telecommunication lines are extended to the Project site, no additional telecommunication or gas line construction is anticipated to be required. Additionally, cumulative development would be subject to review on a case-by-case basis. Should the applicable service provider determine that upgrades or extensions of infrastructure be required, any such upgrades would be included within each project's environmental review. As a result, the Project's contribution to cumulative impacts associated with upgrades of electric, natural gas, and telecommunication facilities **would be less than cumulatively considerable**.

## Wildfire

### Cancer Center Site

The cumulative context considered for Project wildfire impacts is Ventura County, and more specifically, the Calleguas Creek Watershed. As discussed in Section 4.13.2, CAL FIRE has mapped areas of fire hazards in the state based on fuels, terrain, weather, and other relevant factors. As described in Section 4.13 of this Draft EIR, the Project is located in a Very High FHSZ. The Project would not lead to a large increase in population. However, an increase in activities and potential ignition sources in the area would increase, which may increase the potential of a wildfire and increase the number of people and structures exposed to risk of loss, injury, or death from wildfires. Individual projects located within Ventura County are required to comply with applicable County fire and building codes, which have been increasingly strengthened as a result of severe wildfires that have occurred in the last two decades. The fire and building codes include fire prevention and protection features that reduce the likelihood of a fire igniting in a specific project and spreading to off-site vegetated areas. These codes also protect projects from wildfires that may occur in the area through implementation of brush management and fuel management zones, ensuring adequate water supply, preparation of fire protection plans, and other measures.

Suggestions that placing new projects in the County's wildland-urban interface will increase the risk of fire ignition are not consistent with available research. According to available research studying patterns between development and wildfire ignitions, researchers found that in San Diego County (which is similar to the Ventura County fire environment), equipment-caused fires were by far the most numerous, and these also accounted for most of the area burned; power-line fires were a close second. Ignitions classified as equipment-caused frequently resulted from exhaust or sparks from power saws or other equipment with gas or electrical motors, such as lawn mowers, trimmers, or tractors (Syphard and Keeley 2015).

Data indicate that lower-density sparse development poses greater ignition risk. In the Southern California study, ignitions were more likely to occur close to roads and structures, and at intermediate structure densities (Syphard and Keeley 2015). This is likely because lower-density development creates a wildland-urban intermix rather than an interface which occurs when development follows a clustered pattern. The intermix places development among unmaintained fuels, whereas clustered development, such as the Project, converts all fuels within the footprint and provides a wide, managed fuel modification zone separating homes from unmaintained fuel. Syphard and Keeley (2015) determined that "[t]he WUI [wildland-urban interface], where development is low to intermediate, is an apparent influence in most ignition maps."

The Project upon buildout will represent a wildland urban interface with a defined boundary between the converted landscape and adjacent natural vegetation. In addition, electrical transmission lines would be undergrounded at the Cancer Center Site, mitigating the risk from electrical transmission line vegetation ignitions. Further, the landscapes would be managed and maintained to remove exotic fuels that may become established over time. The Fire Protection Plan plant palette restrictions and irrigation requirements (**MM-WF-2**), combined with HOA maintenance, would minimize the establishment and expansion of exotic plants, including grasses. Based on research of the relevant literature and extensive conversations with active and retired fire operations and prevention officers, there is no substantial evidence that new development built to the requirements of Ventura County's Fire and Building Codes increase the risk of wildfire ignition.

Where applicable, other projects would be required to comply with the County's vegetation clearance requirements, as outlined in the County Municipal Code. The Ventura County Fire and Building Codes, along with project-specific needs assessments and fire prevention plan requirements, ensure that every project approved for construction includes adequate emergency access. Roads for all proposed projects are required to meet minimum widths, have all-weather surface, and be capable of supporting the imposed loads of responding emergency apparatus. The Project and all other future development projects in the service area would be subject to discretionary review by the VCFD and would be required to comply with the County Fire Code and other relevant County Code requirements and other applicable local codes and regulations related to fire safety, building construction, access, fire flow, and fuel modification. Because all projects are required to comply with these requirements, the Project's contribution to cumulative impacts related to increased wildfire hazards and emergency response and access **would be less than cumulatively considerable**.

## 6.2 Growth-Inducing Impacts

As stated in Section 15126.2(e) of the California Environmental Quality Act (CEQA) Guidelines, an environmental impact report (EIR) is required to include a discussion of a project's growth-inducing effects. The CEQA Guidelines generally describe such effects as follows: (1) economic growth, population growth, or additional housing in the surrounding environment; (2) removal of obstacles to population growth (e.g., a major expansion of a wastewater treatment facility that allows for more construction in the service area); (3) increases in population that tax existing services requiring construction of new facilities that could cause significant environmental effects; and

(4) characteristics of a project that would encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

### Cancer Center Site

The Cancer Center development would require a temporary construction workforce and a permanent operational workforce, both of which could potentially induce population growth in the Project area. The temporary workforce would be needed to construct the medical office building and associated improvements. The number of construction workers needed during any given period would largely depend on the specific stage of construction but would likely range from a dozen to several dozen workers on a daily basis.

The Cancer Center development would include approximately 58,000 square feet of medical office space, and the estimated number of employees required for operation would be approximately 40 persons.

According to the Southern California Association of Governments (SCAG) Demographics and Growth Forecast, the population growth of the City from 2016 to 2045 is projected to be approximately 15,200 residents, and the employment growth of the City is projected to be 9,900 employees (SCAG 2020). As such, the Project-related increase of approximately 40 employees would represent a nominal percentage of the City's projected future population and employment upon SCAG estimates.

In addition, data provided by the California Employment Development Department in March 2023 found that the unemployment rate for Ventura County is at 4%, which is slightly below the state average (4.4%) (EDD 2023). As such, the Cancer Center's temporary and permanent employment requirements could likely be met by the City's existing labor force without people needing to relocate into the Project region, and the Cancer Center development would not stimulate population growth or a population concentration above what is assumed in local and regional land use plans.

Projects that physically remove obstacles to growth, or projects that indirectly induce growth, are those that may provide a catalyst for future unrelated development in the area. The Cancer Center development would involve installation of new stormwater drainage infrastructure in the Cancer Center site vicinity. The purpose of this new infrastructure is solely to serve the needs of the Cancer Center development, and not to provide capacity for future projects or growth. In addition, since the surrounding Cancer Center site area is already served by existing wet and dry utilities, the Cancer Center would not expand sanitary sewer or stormwater drainage infrastructure into areas not previously served by such utilities.

Further, given that the surrounding Cancer Center area is already served by existing wet and dry utilities, it is unlikely that the Cancer Center would tax existing community service facilities or require construction or expansion of new regional-scale facilities with capacity to serve more than just the Cancer Center. The Cancer Center would not be constructing new roadways; thus, the Cancer Center would not result in indirect population growth by providing vehicular access to an area presently lacking such access.

Based on the proximity of the Cancer Center site to existing facilities, the average response times in the Cancer Center area, the ability for nearby cities to respond to emergency calls, and the fact that the Cancer Center site is already located within the Ventura County Fire Department and Ventura County Sheriff's Department service areas, the Cancer Center would be adequately served by public services without the construction of new, or the expansion of existing, facilities. Although the Cancer Center could potentially result in an incremental increase in calls for service to the Cancer Center site compared to existing conditions, this increase is expected to be nominal (as opposed to new residential or uses, which do result in greater increase in calls for service) and would not result in

the need for new or expanded fire or police facilities. Lastly, since the Cancer Center would not directly or indirectly induce unplanned population growth in the City, it is not anticipated that many people would relocate to the City as a result of the Cancer Center, and an increase in school-age children requiring public education is not expected to occur as a result. Thus, the need for new or expanded school facilities is not required.

In conclusion, the Cancer Center could cause population growth through new job opportunities. However, this growth falls well within City and regional growth projections for population and housing. The Cancer Center would not remove obstacles to population growth and would not cause an increase in population such that new community facilities or infrastructure would be required outside of the Cancer Center site. Lastly, the Cancer Center is not expected to encourage or facilitate other activities that could significantly affect the environment, as explained above. For these reasons, the Cancer Center is not considered to be significantly growth inducing.

### Janss Road Site

Future development of the Janss Road site would require a temporary construction workforce and a permanent operational workforce, both of which could potentially induce population growth in the Project area. The temporary workforce would be needed to construct the nine residential units. The number of construction workers needed during any given period would largely depend on the specific stage of construction but would likely range from a dozen to several dozen workers on a daily basis.

According to the Southern California Association of Governments (SCAG) Demographics and Growth Forecast, the population growth of the City from 2016 to 2045 is projected to be approximately 15,200 residents, and the employment growth of the City is projected to be 9,900 employees (SCAG 2020). As such, the future Janss Road site related increase of approximately 25 residents would represent a nominal percentage of the City's projected future population and employment upon SCAG estimates.

In addition, data provided by the California Employment Development Department in March 2023 found that the unemployment rate for Ventura County is at 4%, which is slightly below the state average (4.4%) (EDD 2023). As such, the Project's temporary employment requirements could likely be met by the City's existing labor force without people needing to relocate into the Project region, and future development of the Janss Road site would not stimulate population growth or a population concentration above what is assumed in local and regional land use plans.

Projects that physically remove obstacles to growth, or projects that indirectly induce growth, are those that may provide a catalyst for future unrelated development in the area. The Janss Road site would not involve installation of new infrastructure at this time. In addition, since the surrounding Project area is already served by existing wet and dry utilities, future development of the Janss Road site would not expand sanitary sewer or stormwater drainage infrastructure into areas not previously served by such utilities.

Further, given that the surrounding Project area is already served by existing wet and dry utilities, it is unlikely that future development of the Janss Road site would tax existing community service facilities or require construction or expansion of new regional-scale facilities with capacity to serve more than just the site. Future development of the Janss Road site would likely not be constructing new roadways; thus, the Project would not result in indirect population growth by providing vehicular access to an area presently lacking such access.

Based on the proximity of the Janss Road site to existing facilities, the average response times in the Project area, the ability for nearby cities to respond to emergency calls, and the fact that the Janss Road site is already located within the Ventura County Fire Department and Ventura County Sheriff's Department service areas, the future development would be adequately served by public services without the construction of new, or the expansion of

existing, facilities. Although the future development could potentially result in an incremental increase in calls for service to the Janss Road site compared to existing conditions, this increase is expected to be nominal (as opposed to new residential or uses, which do result in greater increase in calls for service) and would not result in the need for new or expanded fire or police facilities. Lastly, since the future development would not directly or indirectly induce unplanned population growth in the City, it is not anticipated that many people would relocate to the City as a result of the developed Janss Road site, and an increase in school-age children requiring public education is not expected to occur as a result. Thus, the need for new or expanded school facilities is not required.

In conclusion, the future development of the Janss Road site could cause population growth through new housing opportunities. However, this growth falls well within City and regional growth projections for population and housing. The future development would not remove obstacles to population growth and would not cause an increase in population such that new community facilities or infrastructure would be required outside of the Janss Road site. Lastly, the future development is not expected to encourage or facilitate other activities that could significantly affect the environment, as explained above. For these reasons, the future development at the Janss Road site is not considered to be significantly growth inducing.

## 6.3 Significant Irreversible Changes

The CEQA Guidelines requires that an EIR address any significant irreversible changes that would be caused by implementation of a project. According to CEQA Guidelines Section 15126.2(c), such a change would involve one or more of the scenarios discussed below.

### 6.3.1 Change in Land Use that Commits Future Generations to Similar Uses

#### Cancer Center Site

According to the City's General Plan and the Zoning Map, the land use and zoning designations for the Cancer Center site are Neighborhood Very Low and Rural-Exclusive (R-E-1AC) (City of Thousand Oaks 2023; City of Thousand Oaks 2022). As discussed in Chapter 3, Project Description, the Project would involve a General Plan Amendment and Zone Change to modify the Cancer Center site's General Plan Land Use designation from Neighborhood Very Low to Commercial Neighborhood, and a Zone Change to modify the Cancer Center site's zoning designation from Rural-Exclusive (R-E-1AC) to Commercial Office (C-O). These changes would facilitate the development of a use that would not be permitted under current land use plans, this change does not represent a drastic change in the overall intended uses of the area, given that there are various medical office uses nearby the Cancer Center site.

#### Janss Road Site

The Project would involve a General Plan Amendment to modify the Janss Road site's General Plan Land Use designation from Institutional to Neighborhood Low 1, and a Zone Change to modify the site's zoning designation from Public, Quasi-public and Institutional Lands and Facilities (PL) to Residential Planned Development, maximum 4.5 dwelling units per acre (RPD-4.5U). These changes would facilitate the development of a use that would not be permitted under current land use plans, this change does not represent a drastic change in the overall intended uses of the area, given that there are residential uses to the south of the site.



### 6.3.2 Irreversible Damage from Environmental Accidents

Potential environmental accidents of concern include those events that would adversely affect the environment or public due to the type of quantity of materials released and the receptors exposed to that release. Construction activities associated with the Project would involve some risk of environmental accidents. However, these activities would be conducted in accordance with all applicable federal, state, and local regulations, and would follow professional industry standards for safety. Once operational, any materials associated with environmental accidents would comply with applicable federal, state, and local regulations. Use of any such materials would not adversely affect the environment or public due to the type or quantity of materials released and the receptors exposed to that release.

### 6.3.3 Large Commitment of Nonrenewable Resources

Commitment of nonrenewable resources includes issues related to increased energy consumption, loss of agricultural lands, and lost access to mining reserves. There would be an irretrievable commitment of labor, capital, and materials used during the construction and operation of the Project. Nonrenewable resources would primarily be committed in the form of fossil fuels such as fuel, oil, natural gas, and gasoline used by equipment associated with construction of the Project. Consumption of other nonrenewable or slowly renewable resources would also occur. These resources would include lumber and other forest products, sand and gravel, asphalt, and metals such as steel, copper, and lead.

To ensure that energy implications are considered in project decisions, CEQA requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy (California Public Resources Code Section 21100[b][3]). Energy conservation implies that a project's cost-effectiveness be reviewed not only in dollars, but also in terms of energy requirements. For many projects, cost-effectiveness may be determined more by energy efficiency than by initial dollar costs. A lead agency may consider the extent to which an energy source serving a project has already undergone environmental review that adequately analyzed and mitigated the effects of energy production.

Consistent with California Public Resources Code Section 211009(b)(3), CEQA Guidelines Appendix G, and a ruling set forth by the court in *California Clean Energy Committee v. City of Woodland*, potentially significant energy implications of a project must be considered in an EIR to the extent relevant and applicable to that project. Accordingly, based on the energy consumption thresholds set forth in both Appendix F and Appendix G of the CEQA Guidelines, the Project's estimated energy demands (both short-term construction and long-term operational demands) were evaluated (see Section 4.5, Energy, of this EIR). The overall purpose of the energy analysis was to evaluate whether the Project would result in the wasteful, inefficient, or unnecessary consumption of energy.

As further assessed in the energy analysis, for new development, such as that proposed by the Project, compliance with California Title 24 energy efficiency requirements is considered demonstrable evidence of efficient use of energy. The Project would provide for and promote energy efficiencies beyond those required under other applicable federal and state standards and regulations, and in doing so would meet or exceed all Title 24 standards. On this basis, the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy.

## 6.4 Significant and Unavoidable Impacts

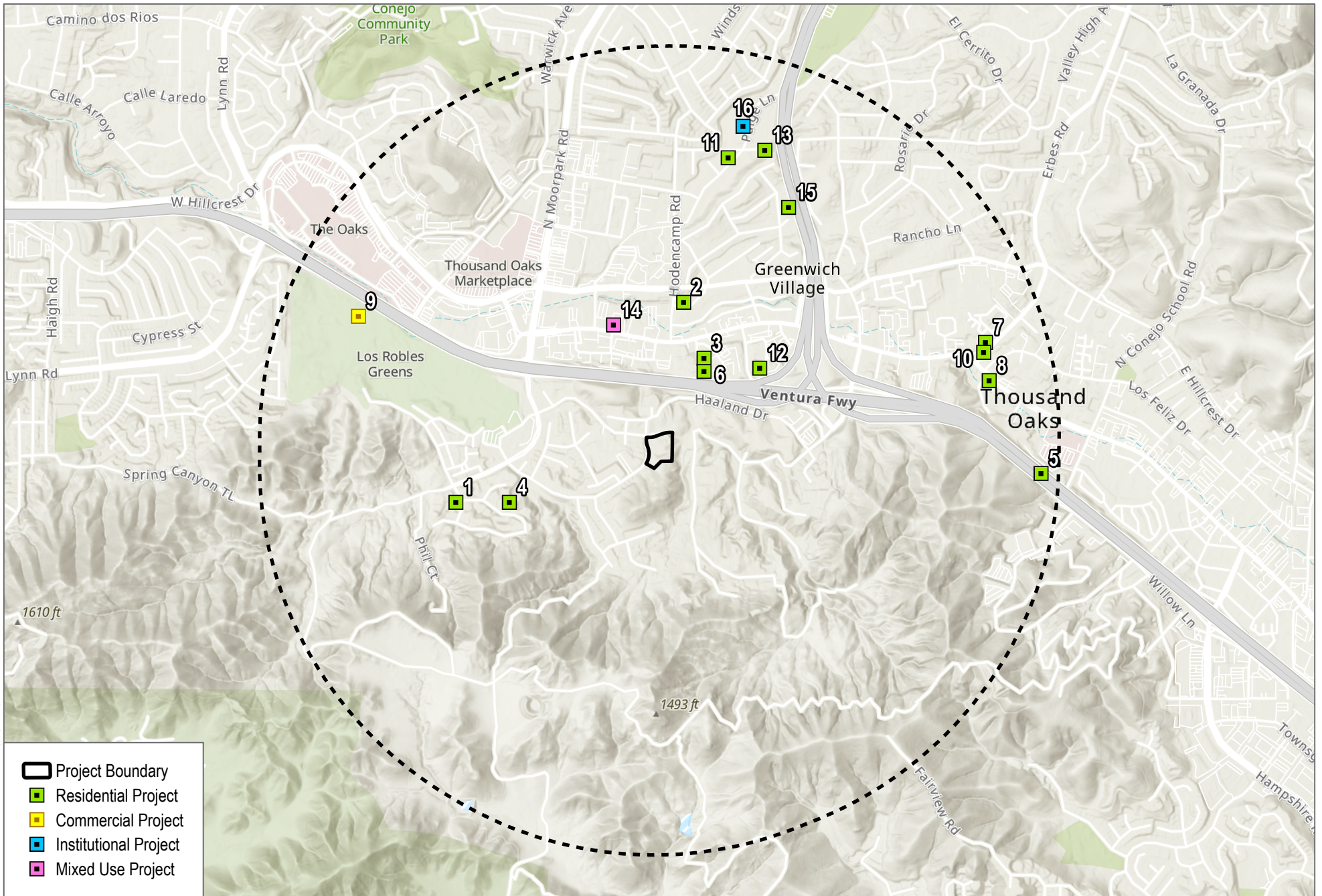
Pursuant to CEQA Guidelines Section 15126.2(b), an EIR must address any significant environmental impacts, including those that can be mitigated but not reduced to less than significant as a result of implementation of a project. As discussed throughout Chapter 4, Environmental Analysis, of this EIR, at the Project and cumulative levels, the Project would result not result in any significant and unavoidable impacts. For all environmental issue areas, the Project would result in either less-than-significant impacts or no impact.

## 6.5 References Cited

City of Thousand Oaks. 2022. City of Thousand Oaks Zoning Boundaries. Updated November 8, 2022. Accessed May 23, 2023. <https://city-of-thousand-oaks-arcgis-hub-toaks.hub.arcgis.com/documents/3b3c24307c424ac09240ad0556b0b4d0/explore>.

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Syphard, Alexandra D., and Jon E. Keeley. 2015. "Location, Timing and Extent of Wildfire Vary by Cause of Ignition." *International Journal of Wildland Fire*. 11 pp.



SOURCE: World Topographic Map 2023

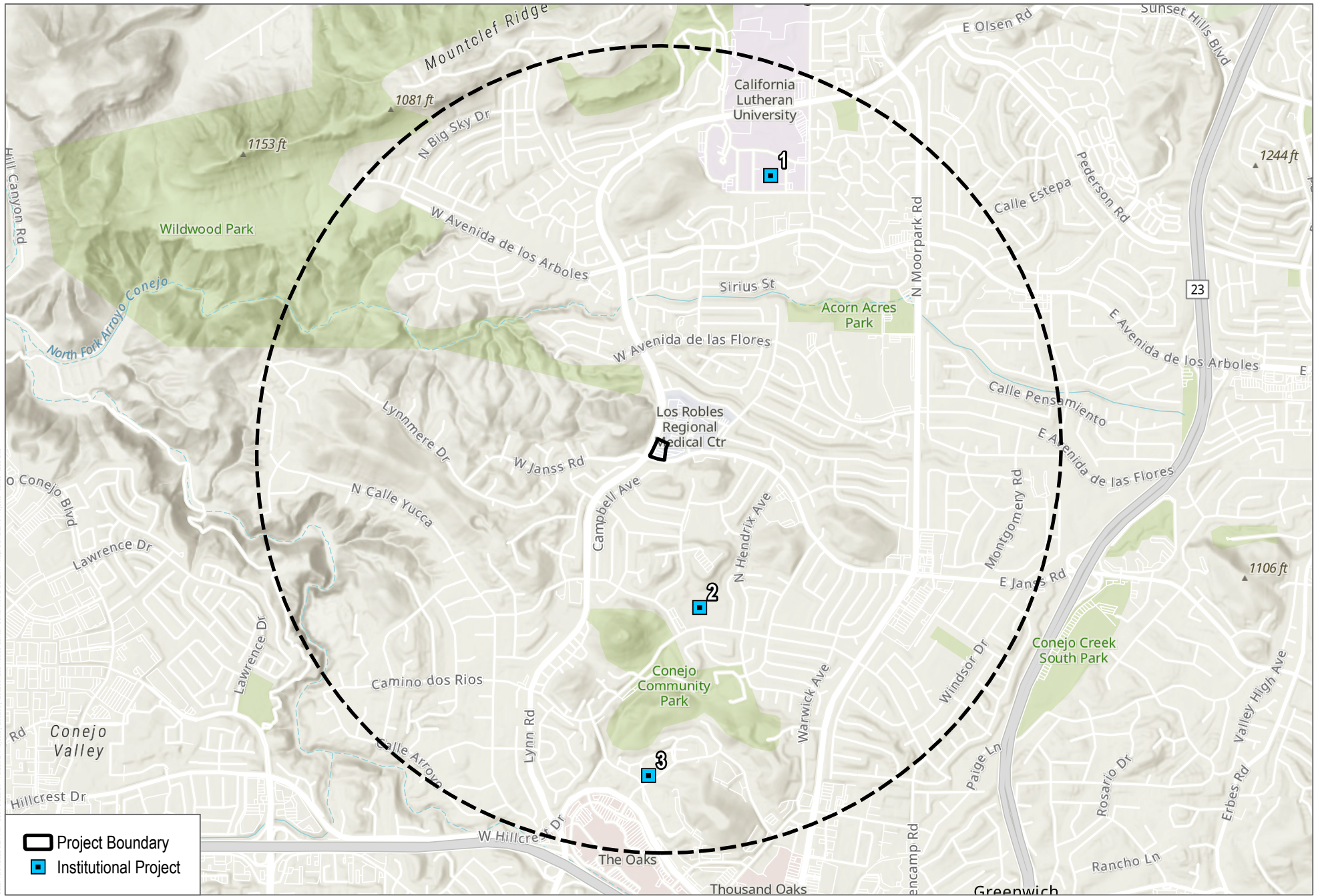


FIGURE 6-1

Cumulative Projects - Cancer Center Site

EIR for Los Robles Comprehensive Cancer Center - 355 W Janss Road Land Use Change Project

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SOURCE: World Topographic Map 2023



**FIGURE 6-2**

**Cumulative Projects - Janss Road Site**

EIR for Los Robles Comprehensive Cancer Center - 355 W Janss Road Land Use Change Project

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# 7 Alternatives

## 7.1 California Environmental Quality Act Requirements

Pursuant to the State California Environmental Quality Act (CEQA) Guidelines, an environmental impact report (EIR) is required to “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives” (14 CCR 15126.6(a)). This alternatives analysis is prepared in support of CEQA’s goals to foster informed decision making and public participation (14 CCR 15126.6(a)). An EIR is not required to evaluate the environmental impacts of alternatives at the same level of detail as the proposed project, but it must include enough information to allow meaningful evaluation, analysis, and comparison with the proposed project.

Section 15126.6(a) of the State CEQA Guidelines requires the following:

An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selection of a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.

The alternatives analysis is required even if the alternatives “would impede to some degree the attainment of the project objectives or would be more costly” (14 CCR 15126.6(b)). An EIR must evaluate “only those alternatives necessary to permit a reasoned choice” (14 CCR 15126.6(f)) and does not need to consider “every conceivable alternative” to a project (14 CCR 15126.6(a)). The alternatives evaluated should be “potentially feasible” (14 CCR 15126.6(a)), but inclusion of an alternative in an EIR does not constitute definitive evidence that the alternative is in fact “feasible.” The final decision regarding the feasibility of alternatives lies with the decision makers for a given project who must make the necessary findings addressing the feasibility of alternatives for avoiding or substantially reducing a project’s significant environmental effects (California Public Resources Code, Section 21081; see also 14 CCR 15091). Section 15364 of the Guidelines defines “feasibility” as “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.”

An EIR need not consider a project alternative whose effects cannot be reasonably ascertained, whose implementation is remote and speculative, or whose execution does not substantially lessen or avoid the significant effects of a proposed project.

As discussed throughout Chapter 4, Environment Analysis, and Chapter 6, Other CEQA Considerations, of this EIR, at the project and cumulative levels, the Project would not result in any significant and unavoidable impacts. Therefore, the Alternatives analysis considers those significant impacts of the Project that could be reduced to

less-than-significant levels with mitigation, including potential impacts to wildlife and plant species and their habitats, impacts to cultural resources and tribal cultural resources, impacts to paleontological resources, increase in temporary construction-related ambient noise levels (both components) and operational noise (Janss Road component only), and an increase in risk of wildfire related impacts. These topics were considered in the development of viable Project Alternatives that could lessen environmental effects of the Project. As indicated in Table 7-1 (at end of this chapter) the Alternatives analysis also considers those resource areas of the proposed Project discussed in Chapter 4 for which mitigation is not necessary.

## 7.2 Considerations For Selection of Alternatives

### Project Objectives

Section 15124(b) of the CEQA Guidelines requires that an EIR include a statement of the project objectives that “include the underlying purpose of the project and may discuss the project benefits.” The following objectives have been identified for the Project:

- **Objective 1:** Provide a state-of-the-art cancer center that consolidates various cancer services, cancer medical equipment, and patient service-related functions within a single comprehensive cancer treatment facility located adjacent to the existing Thousand Oaks Surgical Hospital (TOSH) to allow for improved patient convenience, efficiency, and quality of care.
- **Objective 2:** Redevelop an underutilized site with a modern and attractive cancer center building that is adjacent to other medical offices, surgical hospital, and near a key transportation corridor, thereby reducing trips and providing convenience for patients.
- **Objective 3:** Maximize employment opportunities by entitling a cancer center that is responsive to market needs and which will add high quality jobs to the Site.
- **Objective 4:** Ensure the building design and massing are sensitively developed relative to the surrounding built environment and compatible with existing hillside conditions, including limiting the amount of grading and dirt export to the greatest extent possible, while still meeting the critical need to consolidate multiple patient services into a single facility.
- **Objective 5:** Ensure no net loss of residential zoning capacity from approval of the scope of work at the Cancer Center site by providing residential zoning capacity at another location in the City.

### Summary of Project Impacts

Potentially feasible alternatives were developed with consideration of avoiding or lessening the significant adverse effects of the Project identified throughout this EIR. The following is a summary of significant impacts associated with the proposed Project.

### Biological Resources

The Project has the potential to result in direct and/or indirect impacts to species identified as a candidate, sensitive, or special-status species; riparian habitat or other sensitive natural community; potential to introduce invasive species; and protected oak trees. With the implementation of mitigation (MM-BIO-1 through BIO-13), however, these potential impacts would be reduced to a level of less than significant (**Less Than Significant with Mitigation Incorporated**).



## Cultural Resources and Tribal Cultural Resources

The potential to encounter intact cultural deposits containing an archaeological historical resource pursuant to Section 15064.5 or a unique archaeological resource pursuant to Section 21083.2(g) as a result of Project implementation could occur during construction of the Cancer Center site or during future construction at the Janss Road site. In addition, review of record searches and pedestrian surveys conducted for the Project indicate no prehistoric or historic burials located within the Cancer Center and Janss Road sites, nor are there any dedicated cemeteries within or surrounding the sites. In the event that unanticipated archaeological resources or human remains are encountered during ground disturbing activities implemented during construction at the Cancer Center site or future development at the Janss Road site, impacts to these resources would be potentially significant. With implementation of mitigation (MM-CUL-1 through MM-CUL-3), however, potentially significant impacts to unknown archaeological resources or human remains would be reduced to a level of less than significant (**Less Than Significant with Mitigation Incorporated**).

Despite thorough cultural assessments intended to identify or determine the potential for cultural resources to exist within the Cancer Center and Janss Road site, the potential to encounter yet unknown and unrecorded buried tribal cultural resources cannot be ruled out when ground disturbances occur within native soils. With the implementation of mitigation (MM-CUL-1 through MM-CUL-4, however, this potential impact would be reduced to a level of less than significant (**Less Than Significant with Mitigation Incorporated**).

## Paleontological Resources

If intact paleontological resources are located within the Cancer Center or Janss Road site, ground-disturbing activities associated with future development of the site, such as grading during site preparation and trenching for utilities, have the potential to destroy a unique paleontological resource or site. Given the proximity of past fossil discoveries in the surrounding area within Pleistocene older alluvial deposits and the Conejo Volcanics, the Cancer Center and Janss Road sites are considered highly sensitive for supporting paleontological resources below the depth of artificial fill. Without mitigation, the potential for damage to paleontological resources during construction could occur and is considered a potentially significant impact. With implementation of mitigation (MM-CUL-4), however, this potential impact would be reduced to a level of less than significant (**Less Than Significant with Mitigation Incorporated**).

## Hazards and Hazardous Materials

Based on a review of the Cortese and Non-Cortese List review and a Phase I Environmental Site Assessment (ESA) for the Cancer Center site (see Section 4.7.1 of this EIR), it is not anticipated that any hazardous materials would be encountered during construction of a future development at the Cancer Center or Janss Road sites. However, to confirm there are no recognized environmental conditions on the Janss Road site, a Phase I ESA would be conducted prior to future development Janss Road site. With implementation of mitigation (MM-HAZ-1), the potential for excavation-related activities associated with future development of the Janss Road site to create a reasonably foreseeable upset or accidental conditions involving the release of hazardous materials would be reduced to a level of less than significant (**Less Than Significant with Mitigation Incorporated**).

As discussed in Section 4.13, Wildfire, Cancer Center construction would introduce new potential sources of ignition to the site, including the use of heavy machinery and the potential for sparks during welding activities or other hot work. Also, future construction and operation of a residential development at the Janss Road site would introduce new potential sources of ignition to the site and project area, as well as additional habitable structures and people in a

Very High Fire Hazard Severity Zone (VHFHSZ). With implementation of mitigation (MM-WF-1 and MM-WF-2 [both sites]; MM-WF-3 [Cancer Center component only]), the potential for significant risk of loss, injury, or death involving wildland fires would be reduced to a level of less than significant (**Less Than Significant with Mitigation Incorporated**).

## Noise

Despite the Project's expected compliance with Federal Transit Administration (FTA) guidance, noise emission from onsite project construction equipment at the Cancer Center site would likely cause the outdoor ambient sound environment at nearby offsite noise-sensitive receptors to increase. Although such an increase would be temporary and conclude when project construction is completed, it would be perceived under most conditions and sound twice as loud as pre-project outdoor conditions when the increase is at least 10 decibels (dB) in magnitude. Similar to the Cancer Center site, noise generated by construction equipment associated with future development of the Janss Road site would also be anticipated to include a combination of heavy equipment that, when combined, could reach relatively high noise levels. As described in Section 4.9, Noise, of this EIR, future development of the Janss Road component could potentially result in construction noise exposures that cause more than a 10 dB increase over pre-construction daytime outdoor ambient sound levels for the nearest residential receivers south of the site (represented by ST4 in Section 4.9, Noise, of this EIR). With the implementation of mitigation (MM-NOI-1) for the Cancer Center component and mitigation (MM-NOI-2) for the Janss Road component, however, potential noise emission from onsite project construction equipment at the Cancer Center site and Janss Road site would be reduced to a level of less than significant (**Less Than Significant with Mitigation Incorporated**).

With Project implementation, it is assumed future development of the Janss Road site would consist of 9 single-family residential units and that the primary source of onsite operational noise would be heating, ventilation, and air conditioning (HVAC) equipment. HVAC equipment located on the ground or on the rooftop of residential units would have the potential to generate high noise levels. The specific details (location, size, manufacturer, and model) of the equipment have not yet been determined as no specific residential development project or plans have been proposed for the Janss Road site. However, if HVAC noise were to exceed the City of Thousand Oaks (City)'s Noise Element's compatibility guidelines for residential uses of 60 A-weighted decibels (dBA) community noise equivalent level (CNEL) at nearby existing residential uses to the south and southwest, the operational noise impact of the Janss Road component would be considered potentially significant. With the implementation of mitigation (MM-NOI-3), however, this potential impact would be reduced to a level of less than significant (**Less Than Significant with Mitigation Incorporated**).

## Wildfire

Given the climatic, vegetative, topographic characteristics, and local fire history of the area, the Cancer Center site, once developed, could be subject to periodic wildfires that may start on, burn onto, or spot into the site. The potential for an off-site wildfire encroaching on, or showering embers on the site is considered moderate. Therefore, development of the Cancer Center site would have a potentially significant impact to exacerbate wildfire risks, due to slope, prevailing winds, and other factors, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. With the implementation of mitigation (MM-WF-1 through MM-WF-3), however, this potential impact would be reduced to a level of less than significant (**Less Than Significant with Mitigation Incorporated**).

The Janss Road site is adjacent to the Wildwood Open Space and is subject to seasonal weather conditions that can heighten the likelihood of fire ignition and spread. Onsite fire risk is generally associated with airborne embers created from wildfires spotting from open spaces to the west. Additionally, future development of the site would

introduce new potential sources of ignition to the Janss Road site and area, as well as additional habitable structures and people in a VHFHSZ. Future development of the Janss Road site would have a potentially significant impact to exacerbate wildfire risks, due to slope, prevailing winds, and other factors, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. With the implementation of mitigation (MM-WF-1 and MM-WF-2), however, this potential impact would be reduced to a level of less than significant (**Less Than Significant with Mitigation Incorporated**).

The development of the Cancer Center site and the future development of the Janss Road site would involve the installation and maintenance of associated infrastructure that has a potentially significant impact to exacerbate wildfire risk. Given that the activities involved with installation or maintenance of associated infrastructure would require ground disturbance and the use of heavy machinery associated with trenching, grading, site work, and other construction and maintenance activities, the installation of related infrastructure could potentially result in temporary or ongoing impacts to the environment. However, the installation and maintenance of roads, service utilities, drainage and water quality improvements, and vegetation management activities are part of the Project. With the implementation of mitigation (MM-WF-1 and MM-WF-2), however, this potential impact would be reduced to a level of less than significant (**Less Than Significant with Mitigation Incorporated**).

## 7.3 Project Alternatives Considered and Rejected

An EIR is required to identify any alternatives that were considered by the lead agency but were rejected as infeasible. Among the factors described by CEQA Guidelines Section 15126.6 in determining whether to exclude alternatives from detailed consideration in an EIR are failure to meet most of the basic objectives of the project, infeasibility, or inability to avoid significant environmental impacts.

With respect to the feasibility of potential alternatives to a proposed project, CEQA Guidelines Section 15126.6(t)(I) states the following:

Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries ... and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site.

In determining an appropriate range of project alternatives to be evaluated in this EIR, a number of possible alternatives were initially considered and then rejected. Project alternatives were rejected because they could not accomplish the basic objectives of the Project, would not have resulted in a reduction of significant adverse environmental impacts, would not be located on hospital-owned property, or they were considered infeasible to construct or operate.

The Applicant (HCA/Los Robles Hospital) owns a 4.74-acre parcel located at 150 Via Merida, Assessor's Parcel Number (APN) 687-0-012-105. Currently, the site is zoned Public, Quasi-public and Institutional Lands and Facilities (PL) and serves as the hospital's rehabilitation campus with a 54,578 SF building. However, due to inadequate space to add a comprehensive cancer center to this site, it has been rejected as a feasible alternative.

The Applicant also considered a reduced single-story 31,412 gross SF building on the Cancer Center or Janss Road site. This alternative would remove the approximately 27,000 gross SF second floor and associated services. The alternative was rejected because it would not fulfill the purpose and need of the Project or meet the core objectives of the Project. As described in Section 3.3 of this EIR, the purpose and need of the proposed Cancer Center is to

consolidate various cancer services including radiation, oncology, medical oncology, surgical oncology, imaging, and patient service-related functions (navigation, geneticist, appearance center, library, and other support services) within a single comprehensive cancer treatment facility. Currently, essential cancer treatment and medical functions are located at various disparate locations throughout the City of Thousand Oaks, which causes significant patient and family inconvenience and stress and results in suboptimal quality of care. The mission of the Cancer Center is to create an environment with all the needed services in one space to reduce the burden on patients and families. Because this alternative would significantly reduce gross SF building of the cancer center, resulting in a significant reduction of various consolidated cancer services for patients, it has been rejected as a feasible alternative.

## 7.4 Project Alternatives Under Further Consideration

The following provides analysis of the No Project/No Development Alternative (Alternative 1A), the Zoning-Compliant Alternative (Alternative 1B), the Comprehensive Cancer Center at Janss Road site Alternative (Alternative 2), and the Single-Story Comprehensive Cancer Center at Cancer Center site Alternative (Alternative 3).

The evaluation below provides a relative comparison between the Project and each of the Project Alternatives. The analysis considers the issue areas evaluated in Chapter 4, Environment Analysis of this EIR. In many cases, the Project and a Project Alternative may share the same level of significance (i.e., both scenarios would result in a less-than-significant impact). However, although they might share the same level of significance under CEQA, the actual degree of impact may be slightly different for each scenario, and this relative difference is the basis for a conclusion of greater or lesser impacts compared to the Project.

An environmentally superior alternative is identified among the alternatives evaluated in this EIR. An alternative would be environmentally superior to the Project if it would result in fewer or less significant environmental impacts while achieving most of the Project Objectives.

### 7.4.1 No Project Alternatives

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate the specific alternative of “no project” along with its impact(s). As stated in this section of the CEQA Guidelines, the purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the Project with the impacts of not approving the Project. As specified in Section 15126.6(e)(3)(B) of the CEQA Guidelines, the no project alternative for a development project consists of the circumstance under which a proposed project does not proceed. Section 15126.6(e)(3)(B) further states that “in certain instances, the no project alternative means ‘no build’ wherein the existing environmental setting is maintained. Given that the Cancer Center site has been unused for several years independent of the proposed Project, two “no project” alternatives were analyzed. These no project alternatives include Alternative 1A, the No Project/No Development Alternative, which would involve no modification to General Plan Land Use designations at each site, no change to zoning designation at each site, and assumes no development at each site; and Alternative 1B, the No Project/Zoning-Compliant Alternative, which would involve no modification to General Plan Land Use designations at each site, no change to zoning designation at each site, eventual buildout of the Cancer Center site consistent with existing allowable development under existing General Plan land use designations and zoning, and no change to existing uses of the Janss Road site as a parking lot. These No Project alternatives are discussed in greater detail below.

### 7.4.1.1 No Project/No Development Alternative (Alternative 1A)

Alternative 1A assumes the Project would not proceed, no new permanent development or land uses would be introduced within the Cancer Center and Janss Road sites, and the existing environment would remain in its current state. The Cancer Center site would remain unchanged and development activities related to construction and operation of the site and associated on- and off-site improvements would not occur, including removal or demolition of remnants of previous development on the Cancer Center site. With implementation of Alternative 1A, the Cancer Center site would continue as a vacant, undeveloped lot with vestiges of the previous development (i.e., multiple concrete slabs, some utilities, and compacted soils). Under Alternative 1A, the Janss Road site would remain unchanged and would continue to be used as a surface parking lot for employees at the existing surgical center and supporting hospital service buildings located north and east of the Janss Road site. It is assumed any existing maintenance and/or security activity at each site would remain unchanged from existing conditions.

#### Comparative Analysis of Environmental Effects

Under Alternative 1A, The Cancer Center and Janss Road sites would remain unchanged, on-site conditions would remain similar to existing conditions, and because development activities associated with the Project would not occur, nearly all environmental impacts would be reduced compared with Project conditions. Thus, there would be no potentially significant impacts related to biological resources, cultural resources and tribal cultural resources, paleontological resources, hazards and hazardous materials, noise, or wildfire.

Alternative 1A would not result in any ground disturbance that would potentially affect biological, cultural, tribal cultural, hazards, or paleontological resources present, or potentially present, on the Cancer Center and/or Janss Road sites. As such, the less than significant impacts with mitigation incorporated that would potentially occur related to these resources under the development of the proposed Project would not occur under Alternative 1A.

With no development under Alternative 1A, the potential for short-term construction- related noise emission from onsite project construction equipment, onsite operational noise associated with residential HVAC equipment associated with future development of the Janss Road Component, or an increased potential for wildfire risks would not occur. As such, the less than significant impacts with mitigation incorporated that would potentially occur related to these resources with development of the proposed Project would not occur under Alternative 1A. Project development of the sites would increase potential for wildfire risks that would be reduced with the implementation of mitigation to a less than significant level. Under Alternative 1A, there would be no new development; therefore, there would be no noise- or wildfire-related impacts.

Implementation of Alternative 1A would not protect the Project site or prevent future project applications or development from occurring on the Cancer Center and Janss Road sites. In the future, development could occur on the Cancer Center and Janss Road sites that is consistent with the current general plan land use and zoning designations. Future development could result in potential impacts related to ground disturbance, construction, or intensification of uses.

#### Relationship to the Project Objectives

Alternative 1A would not meet any of the project objectives as it would not develop a comprehensive cancer center, redevelop an underutilized site, or maximize employment opportunities.

### 7.4.1.2 No-Project/ Zoning-Compliant Alternative (Alternative 1B)

Under Alternative 1B, the Cancer Center site would eventually be developed consistent with its current land use designation of Neighborhood Very Low and current zoning designation of Rural-Exclusive (R-E-1AC). Permitted uses for the Cancer Center site would include up to 9 single-family residential units or community care uses (e.g., day nurseries, small residential care facilities, etc.). This alternative assumes that eventual development of the Cancer Center site would result in a similar development footprint to the proposed Project.

As described in Chapter 3 of this EIR, development of the Cancer Center under the Project would result in a land use designation and zone change that would remove the potential for buildout of up to 9 residential units to occur at the Cancer Center site. In compliance with Senate Bill 330 (as recently amended by Senate Bill 8) (collectively the “Housing Crisis Act”), the Janss Road General Plan Amendment and rezoning was proposed as part of the Project to ensure no net loss of residential zoning capacity would occur from approval of the Cancer Center. Under Alternative 1b, no land use designation and zone change at the Cancer Center site would occur so there would no longer be a need to address a net loss of housing making the Janss Road site irrelevant under this alternative. For these reasons, the Janss Road site is consider irrelevant to Alternative 1B and is not discussed further.

#### Comparative Analysis of Environmental Effects

The following analysis compares the Project’s potentially significant environmental effects with those of Alternative 1B.

##### Biological Resources

Alternative 1B would result in eventual ground-disturbance and development of the project site that could result in potentially significant direct and/or indirect impacts to protected trees, species identified as a candidate, sensitive, or special-status species; and sensitive natural communities. Like the Project, **MM-BIO-1** through **MM-BIO-13** could be implemented under Alternative 1B to reduce biological impacts to less than significant. Relative to the Project, biological impacts at the Cancer Center site would be similar under Alternative 1B but no impacts at the Janss Road site would occur; therefore, potential biological impacts would be of **lesser** magnitude overall under Alternative 1B but still similar relative to the Cancer Center site.

##### Cultural Resources and Tribal Cultural Resources

Like the Project, Alternative 1B would result in ground disturbing activities that could result in a potentially significant impact related to discovery of buried archaeological resources, previously unknown or undiscovered human remains, including those interred outside of a dedicated cemetery, and/or tribal cultural resources. However, **MM-CUL-1** through **MM-CUL-3** could be implemented under Alternative 1B to reduce the potential impacts to less than significant. Relative to the Project, potential impacts to archaeological resources, undiscovered human remains, and tribal cultural resources at the Cancer Center site would be similar under Alternative 1B but no impacts at the Janss Road site would occur; therefore, potential cultural and tribal cultural impacts would be of **lesser** magnitude overall under Alternative 1B but still similar relative to the Cancer Center site.

##### Paleontological Resources

Like the Project, ground disturbing activities under Alternative 1B could result in a potentially significant impact to paleontological resources; however, **MM-CUL-4** could be implemented under Alternative 1B to reduce the potential impact to less than significant. Relative to the Project, potential impacts to paleontological resources would be of similar magnitude under Alternative 1B but no impacts at the Janss Road site would occur; therefore, potential

impacts to paleontological resources would be of **lesser** magnitude overall under Alternative 1B but still similar relative to the Cancer Center site.

### Hazards and Hazardous Materials

Like the Project, eventual development of the Cancer Center site would introduce new potential sources of ignition to the site and project area. In addition, any residential development on the site would add habitable structures and people in a VHFHSZ. However, implementation of **MM-WF-1 through MM-WF-3** could be implemented to reduce wildfire-associated risks. Relative to the Project, potential impacts related to wildfire risks at the Cancer Center site would be of similar under Alternative 1B but no impacts at the Janss Road site would occur; therefore, potential impacts related to wildfire risk would be of **lesser** magnitude overall under Alternative 1B but still similar relative to the Cancer Center site.

### Noise

Like the Project, Alternative 1B would result in construction on the Cancer Center site that could result in potentially significant impacts related to short-term construction-related noise. However, implementation of **MM-NOI-1** could be implemented to reduce construction noise levels to less than significant. Relative to the Project, potential impacts related to construction-related noise at the Cancer Center site would similar under Alternative 1B but no noise impacts at the Janss Road site would occur; therefore, potential impacts related to noise would be of **lesser** magnitude overall under Alternative 1B but still similar relative to the Cancer Center site.

### Wildfire

The potential for an off-site wildfire encroaching on, or showering embers on the Cancer Center site is considered moderate. Therefore, development of the Cancer Center site under Alternative 1B would have a potentially significant impact to exacerbate wildfire risks, due to slope, prevailing winds, and other factors, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. With the implementation of mitigation (MM-WF-1 through MM-WF-3), however, this potential impact would be reduced to a level of less than significant. Relative to the Project, potential impacts related to wildfire risk at the Cancer Center site would be similar under Alternative 1B but no new development or associated wildfire risk at the Janss Road site would occur; therefore, potential impacts related to wildfire would be of **lesser** magnitude overall under Alternative 1B but still similar relative to the Cancer Center site.

### Relationship to the Project Objectives

Alternative 1B would not meet Objectives 1 and 2 because development of a cancer center would not occur. This alternative would partially meet Objectives 3 and 4 as it would create employment opportunities associated with construction of future development at the Cancer Center site and would likely result in building design and massing compatible with existing hillside conditions. Alternative 1B would meet Objective 5 in its entirety as it would not result in no net loss of residential zoning capacity. As such, Alternative 1B would not meet Objective 1, 2, and 5 and would fall short of meeting Objectives 3 and 4 in its entirety.

## 7.4.2 Comprehensive Cancer Center at Janss Road Site Alternative (Alternative 2)

Under Alternative 2, a Cancer Center would be constructed at the Janss Road site, a 2.15-acre site located at 355 West Janss Road (APN 522-0-270-135). The Janss Road site's existing General Plan Land Use designation (Institutional) and zoning (Public, Quasi-public and Institutional Lands and Facilities [PL]) allows for medical facilities; therefore, implementation of Alternative 2 would not result in the need for a General Plan Amendment or Zone Change. Under Alternative 2, the square footage of the Cancer Center building would be similar to the proposed Project (approximately 58,000 gross SF) to accommodate the services associated with a comprehensive cancer center (i.e., patient rooms, treatment services, office space for staff and physicians, and general storage areas). However, the building would require a different configuration and subterranean parking due to the size of the Janss Road site. Under Alternative 2, the building would be three-stories with an estimated maximum above-ground height of 55-feet and 19,300 SF per floor. The building height would require approval from the Planning Commission as it would exceed the maximum 35-foot height limit of the current PL zoning. To accommodate for parking, internal driveways, and landscaping requirements, a two-level subterranean parking facility to accommodate up to 233 onsite parking spaces would be provided. Additionally, any existing parking that would be displaced by development on the Janss Road site would need to be analyzed for consistency with the City's regulations in place when a development application is submitted to determine if the parking would need to be replaced either onsite or offsite. With a maximum depth of 18 feet, it is anticipated the subterranean parking facility would require export of up to approximately 13,000 cubic yards of soil. In addition, it is assumed most of the trees located along the project boundary would be removed to accommodate the development space needed.

As described in Chapter 3 of this DEIR, the Janss Road General Plan Amendment and rezoning was proposed as part of the Project to ensure no net loss of residential zoning capacity would occur from approval of the Cancer Center at the 400 East Rolling Oaks Drive location. Under Alternative 2, there would be no proposed development, General Plan Amendment, or zone change at the 4.92-acre site at 400 East Rolling Oaks Drive (Cancer Center site) Because Alternative 2 would not propose development or a land use designation and zone change at the Cancer Center site and no net loss of housing would be associated with this alternative, the Cancer Center site is irrelevant to Alternative 2 and is not analyzed as an element of this alternative.

### Comparative Analysis of Environmental Effects

Less than significant impacts of the Project related to aesthetics, air quality, and energy would be greater in magnitude under Alternative 2 overall. Compared to the Project, the potential aesthetic resource impacts of the Cancer Center under Alternative 2 would be *greater* in magnitude because the building would be 3-stories with a maximum above-ground height of 55 feet to accommodate the size of the development space. Relative to the Project, development of a 9-unit residential development would not occur under Alternative 2, eliminating potential air quality and energy impacts associated with such a development. The Cancer Center building under Alternative 2 would be similar in square footage to the proposed Project, resulting in similar air quality and energy impacts. However, the Cancer Center development under Alternative 2 would also add construction of a two-level subterranean parking facility that would require export of up to 13,000 cubic yards of soil, resulting in increased construction equipment operation, either in duration, quantity, and/or truck trips at one development site. Therefore, relative to the Project, potential construction-related impacts related to air quality and energy would be greater in magnitude under Alternative 2 overall.



It should be noted that potential impacts to groundwater from construction of the subterranean parking facility under Alternative 2 were considered. Based on borings conducted at the site, groundwater was encountered at depths of 32.5 feet below the ground surface levels within the Janss Road site reach 32.5- and 40-feet feet below the existing ground surface (Geobase Inc. 2008). Because excavation under Alternative 2 would not exceed a depth of 18 feet, potential impacts to groundwater would not be expected and the impact would be considered similar in magnitude compared to the Project.

The following analysis compares the Project's potentially significant environmental effects with those of Alternative 2.

### Biological Resources

Like the Project, Alternative 2 would result in development of the Janss Road site, which would result in potentially significant direct and/or indirect impacts to protected trees, species identified as a candidate, sensitive, or special-status species; and sensitive natural communities. However, **MM-BIO-1 through MM-BIO-13** could be implemented under Alternative 2 to reduce biological impacts to less than significant. Relative to the Project, impacts to protected trees at the Janss Road site would be greater because most of the trees located along the project boundary would be removed to accommodate the development space needed to accommodate the Cancer Center. However, relative to the Project, no impacts to biological resources would occur at the Cancer Center site with implementation of this alternative. Therefore, potential impacts to biological resources would be **lesser** in magnitude under Alternative 2 overall.

### Cultural Resources and Tribal Cultural Resources

Relative to the project, no impacts to cultural and tribal cultural resources would occur at the Cancer Center site with implementation of Alternative 2. Like the Project, Alternative 2 would result in ground disturbing activities at the Janss Road site that could result in a potentially significant impact related to discovery of buried archaeological resources, previously unknown or undiscovered human remains, including those interred outside of a dedicated cemetery, and/or tribal cultural resources. However, **MM-CUL-1 through MM-CUL-3** could be implemented under Alternative 2 to reduce the potential impacts to less than significant. Relative to the Project, potential impacts to archaeological resources, undiscovered human remains, and tribal cultural resources at the Janss Road site would be of a greater magnitude under Alternative 2 because of deeper and more intensive ground disturbance that would occur during construction of the subterranean parking facility. Therefore, potential impacts related to discovery of buried archaeological resources, previously unknown or undiscovered human remains, including those interred outside of a dedicated cemetery, and/or tribal cultural resources would be **greater** in magnitude under Alternative 2 overall.

### Paleontological Resources

Relative to the project, no impacts to cultural and tribal cultural resources would occur at the Cancer Center site with implementation of Alternative 2. Like the Project, Alternative 2 would result in ground disturbing activities at the Janss Road site that could result in a potentially significant impact related to discovery of paleontological resources. However, **MM-CUL-4** could be implemented under Alternative 2 to reduce the potential impacts to less than significant. Relative to the Project, potential impacts related to discovery of paleontological resources at the Janss Road site would be of a **greater** magnitude under Alternative 2 because of deeper and more intensive ground disturbance that would occur during construction of the subterranean parking facility. Therefore, potential impacts related to discovery of paleontological resources would be **greater** in magnitude under Alternative 2 overall.

## Hazards and Hazardous Materials

Like the Project, development of the Janss Road site would introduce new potential sources of ignition onsite and in the project area and a Phase I ESA would be necessary prior to development to confirm there are no recognized environmental conditions at the Janss Road site. However, Alternative 2 would not result in future residential development that could add habitable structures and people within a VHFHSZ. **MM-HAZ-1** could be implemented to confirm there are no recognized environmental conditions at the Janss Road site and **MM-WF-1 and MM-WF-2** could be implemented to reduce risk of loss, injury, or death involving wildland fires to a less than significant level. However, relative to the Project, there would be no new development the Cancer Center site that could introduce new potential sources of wildfire risk with implementation of this alternative. Therefore, potential impacts related to increased risk of loss, injury, or death involving wildland fires would be **lesser** in magnitude under Alternative 2 overall.

## Noise

Like the Project, development of the Janss Road site could result in potentially significant impacts related to short-term construction-related noise under Alternative 2. However, relative to the Project, no impacts related to construction noise at the Cancer Center site or potential operational-associated HVAC noise associated with new residential units would occur with implementation of Alternative 2. **MM-NOI-1** and **MM-NOI-2** could be implemented to reduce construction-related noise impacts at the Janss Road site under Alternative 2. However, compared to the Project, it is likely that periods of construction-related noise impacts associated with excavation activities during subterranean parking construction could be of greater magnitude and potentially significant. Therefore, relative to the Project, potential impacts related to construction-related noise would be **greater** in magnitude under Alternative 2 overall.

## Wildfire

As described in Section 4.13, Wildfire, of this EIR, development of the Janss Road site and Cancer Center site and its associated infrastructure could introduce a potentially significant impact related to exacerbation of wildfire risk, due to slope, prevailing winds, and other factors. and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. With the implementation of mitigation (MM-WF-1 through MM-WF-3), however, potential wildfire impacts would be reduced to a level of less than significant. Relative to the Project, there would be no new development or changes to the Cancer Center site that could introduce new potential sources of wildfire risk with implementation of this alternative. Therefore, potential impacts related to increased risk of loss, injury, or death involving wildland fires would be **lesser** in magnitude under Alternative 2 overall.

## Relationship to the Project Objectives

Alternative 2 would partially meet Objective 1 because it would result in development of a state-of the-art comprehensive cancer center but would not be located adjacent to the existing TOSH. Alternative 2 would not entirely meet Objective 2, because although the cancer center would be located near other medical offices, it would not be located adjacent to the existing TOSH or near a key transportation corridor. Alternative 2 would meet Objective 3 by maximizing employment opportunities associated with the cancer center that are responsive to market needs and would add high quality jobs to the site. Alternative 2 would not meet Objective 4 in its entirety because the amount of grading and dirt exported would be higher to construct a subterranean parking lot compared to using a surface parking lot. Alternative 2 would meet Objective 5 because no net loss of residential zoning capacity would occur. As such, Alternative 2 would meet most of the Objectives of the Project but would fall short of meeting Objectives 1, 2, and 4 in its entirety.

### 7.4.3 Single-Story Comprehensive Cancer Center at Cancer Center Site Alternative (Alternative 3)

Under Alternative 3, both the Janss Road site and the Cancer Center site would be subject to the same General Plan Amendments and Zone Changes as the proposed Project. The medical building would be built on the Cancer Center site and would result in a similar development footprint and would be similar in total area of building proposed (approximately 58,000 gross SF) to accommodate comprehensive cancer center services (i.e., patient rooms, treatment services, general storage, and utility areas). However, the medical building under Alternative 3 would be a single-story building with a footprint of approximately 58,000 SF; a building footprint increase of approximately 29,000 gross SF compared to the proposed Project. The single-story medical building would have a maximum height of 27 feet, a 15-foot decrease in maximum building height compared to the Project. To accommodate the increased building footprint (e.g., an additional approximately 29,000 gross SF compared to the Project) while allowing for required internal driveways, landscaping, and onsite parking within the Cancer Center site, this alternative would include 233 parking spaces in a level and a half subterranean parking facility with a maximum depth of 18 feet below ground and would require export of up to approximately 29,500 cubic yards of soil.

Alternative 3 was chosen because a single-story medical facility would reduce the visual presence of the medical facility compared to the proposed Project, a concern raised during the public scoping review period and scoping meeting for this project. Similar to the proposed Project, it is assumed the General Plan Amendments and Zone Change at the Janss Road site under this alternative would result in future development of 9 residential units to ensure no net loss of residential zoning capacity from approval of the scope of work at the Cancer Center site by providing residential zoning capacity at the Janss Road location. Any existing parking that would be displaced by development on the Janss Road site would need to be analyzed for consistency with the City's regulations in place when a development application is submitted to determine if the parking would need to be replaced either onsite or offsite.

#### Comparative Analysis of Environmental Effects

Less than significant impacts of the Project related to air quality, energy, and groundwater would be potentially greater in magnitude under Alternative 3.

Relative to the Project, development of the Janss Road site under Alternative 3 would result in a similar magnitude of impacts related to air quality and energy impacts and development of the Cancer Center site under Alternative 3 would result in a building of similar square footage to the proposed Project, resulting in similar air quality and energy impacts. However, the Cancer Center development under Alternative 3 would also add construction of a subterranean parking facility that would require export of up to approximately 29,500 cubic yards of soil, resulting in increased construction equipment operation, either in duration, quantity, and/or truck trips at the Cancer Center site. Therefore, relative to the Project, potential construction-related impacts related to air quality and energy would be greater in magnitude under Alternative 3 overall.

Compared to the Project, development of the Cancer Center site under Alternative 3 could potentially result in groundwater-related impacts associated with grading to a maximum depth of 18 feet for construction of the subterranean parking facility. As indicated in the Geotechnical Site Evaluation Report conducted for the Cancer Center site (see Appendix E of this EIR), groundwater was not encountered during the subsurface exploration program to the maximum depth drilled of 14 feet below the ground surface and the Seismic Hazard Zone Report for the Thousand Oaks 7.5-minute Quadrangle, Ventura County, California does not indicate a high groundwater

level in this area (Appendix E). However, because it is unknown where groundwater levels fall within the site, it is unknown whether the potential to encounter groundwater could occur at the excavation depth of 18 feet proposed under Alternative 3. Therefore, it is assumed that the potential for groundwater-related impacts at the Cancer Center site under Alternative 3 could be greater in magnitude compared to the project.

The following analysis compares the Project's potentially significant environmental effects with Alternative 3.

### Biological Resources

Alternative 3 would result in development of the Cancer Center and Janss Road sites, which would result in potentially significant direct and/or indirect impacts to protected trees, species identified as a candidate, sensitive, or special-status species; and sensitive natural communities. Like the Project, **MM-BIO-1 through MM-BIO-13** could be implemented under Alternative 3 to reduce biological impacts to less than significant. Relative to the Project, impacts would be **similar** in magnitude under Alternative 3 because the development footprint at each site would be similar to the proposed Project.

### Cultural Resources and Tribal Cultural Resources

Like the Project, Alternative 3 would result in ground disturbing activities at the Cancer Center and Janss Road sites that could result in a potentially significant impact related to discovery of buried archaeological resources, previously unknown or undiscovered human remains, including those interred outside of a dedicated cemetery, and/or tribal cultural resources. **MM-CUL-1 through MM-CUL-3** could be implemented under Alternative 3 to reduce the potential impacts to less than significant. Relative to the Project, potential impacts to archaeological resources, undiscovered human remains, and tribal cultural resources would be of a **greater** magnitude under Alternative 3 because of deeper and more intensive ground disturbance that would occur at the Cancer Center site to construct the subterranean parking facility.

### Paleontological Resources

Like the Project, Alternative 3 would result in ground disturbing activities at the Cancer Center and Janss Road sites that could result in a potentially significant impact related to discovery of paleontological resources. However, **MM-CUL-4** could be implemented under Alternative 3 to reduce the potential impact to less than significant. Relative to the Project, potential impacts related to discovery of paleontological resources would be of **greater** magnitude under Alternative 3 because of deeper and more intensive ground disturbance that would occur at the Cancer Center site to construct the subterranean parking facility.

### Hazards and Hazardous Materials

Like the Project, Alternative 3 would result in development of the Cancer Center and Janss Road sites, which would introduce new potential sources of ignition onsite and in the project area. In addition, any future residential development on the Janss Road site would add habitable structures and people in a VHFHSZ. And to confirm no recognized environmental conditions at the Janss Road site, a Phase I ESA would be necessary prior to development. However, implementation of **MM-HAZ-1 and MM-WF-1 through MM-WF-3** could be implemented to confirm there are no recognized environmental conditions on the Janss Road site (MM-HAZ-1) and to reduce risk of loss, injury, or death involving wildland fires (MM-WF-1 through MM-WF-3) to a less than significant level. Relative to the Project, potential impacts related to unknown recognized environmental conditions at the Janss Road site or risk of loss, injury, or death involving wildland fires at both sites would be of **similar** magnitude under Alternative 3 because the development footprint and type of developments at each site would be similar to the proposed Project.

## Noise

Like the Project, construction at the Cancer Center and Janss Road site could result in potentially significant impacts related to short-term construction-related noise under Alternative 3. Similar to the Project, HVAC noise associated with future development of residential units at the Janss Road site under this alternative could potentially exceed the City's Noise Element's compatibility guidelines for residential uses at nearby existing residential uses. **MM-NOI-1 through MM-NOI-3** could be implemented Alternative 3 to reduce potential noise-related impacts. However, compared to the Project, it is likely that periods of construction-related noise impacts associated with excavation activities during subterranean parking construction at the Cancer Center site could be of greater magnitude and potentially significant. Therefore, relative to the Project, potential impacts related to construction-related noise would be **greater** in magnitude under Alternative 3 overall.

## Wildfire

Like the Project, Alternative 3 would result in new development on the Cancer Center and Janss Road sites that could result in potentially significant impact related to exacerbation of wildfire risk, due to slope, prevailing winds, and other factors. **MM-WF-1 through MM-WF-3** could be implemented under Alternative 3 to reduce the potential impact to less than significant. With implementation of mitigation (MM-WF-1 through MM-WF-3), however, the potential for significant wildfire-related impacts would be reduced to a level of less than significant. Relative to the Project, potential impacts related to wildfire risk at the Cancer Center site and Janss Road site would be of **similar** magnitude under Alternative 3 because similar developments on the sites would occur.

## Relationship to the Project Objectives

Alternative 3 would meet Objectives 1, 2, 3, and 5, as it would develop a cancer center adjacent to the TOSH and near other medical buildings, create employment opportunities, and would ensure no net loss of residential zoning capacity. Alternative 3 would not meet Objective 4 because the amount of grading and dirt exported would be higher to construct a subterranean parking lot compared to using a surface parking lot. As such, Alternative 3 would meet most of the project objectives, but would fall short of meeting Objective 4.

# 7.5 Environmentally Superior Alternative

Section 15126.6 of the California Code of Regulations (CCR) suggests that an EIR should identify the "environmentally superior" alternative. "If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives."

Table 7-1 compares the Project's potentially significant environmental effects with those of the alternatives considered above. Shown in italics, this table also includes four resource areas identified as less than significant under the Project (e.g., aesthetics, air quality, energy, groundwater) that could potentially result in an impact greater in magnitude compared to the Project under Alternatives 2 or 3.

Alternative 1A (No Development/No Project Alternative) would be the environmentally superior alternative because all of the significant impacts of the Project would be avoided and no environmental impacts would occur. However, Alternative 1A would not meet any of the Project's Objectives. Alternative 1B (No-Project/Zoning-Compliant Alternative) would result in similar significant impacts of the Project identified for the Cancer Center site but would avoid all of the significant impacts of the Project identified for the Janss Road site. Therefore, potentially significant impacts of the Project would be of lesser magnitude overall under Alternative 1B but still similar relative to the

Cancer Center site. Thus, Alternative 1B would be identified as another Environmentally Superior Alternative. However, Alternative 1B would fail to meet most of the Project Objectives (Objective 1, 2, and 5) and would fall short of meeting Objectives 3 and 4 in its entirety.

Compared to the Project, Alternative 2 (Comprehensive Cancer Center at Janss Road Site Alternative) would result in lesser impacts overall to biological resources, hazards and hazardous materials, and wildfire, and would result in greater impacts overall to cultural resources and tribal cultural resources, paleontological resources, and noise. Alternative 2 would meet most of the Objectives of the Project but would fall short of meeting Objectives 1, 2, and 4 in its entirety.

Compared to the Project, Alternative 3 (Single-Story Comprehensive Cancer Center at Cancer Center Site Alternative) would result in similar impacts to biological resources, hazards and hazardous materials, and wildfire, and would result in greater impacts to cultural resources and tribal cultural resources, paleontological resources, and noise. Alternative 3 would meet most of the project objectives but would fall short of meeting Objective 4.

Compared to the Project, Alternative 2 and 3 would result in greater impacts to cultural resources and tribal cultural resources, paleontological resources, and noise. Relative to the Project, Alternative 3 would result in similar impacts to biological resources, hazards and hazardous materials, and wildfire. However, compared to the Project and Alternative 3, Alternative 2 would result in lesser impacts to biological resources, hazards and hazardous materials, and wildfire overall; this is because no development at the Cancer Center site would occur under Alternative 2. Therefore, Alternative 2 would be considered environmentally superior to the proposed Project and Alternative 3. Alternative 2 would meet most of the Objectives of the Project but would fall short of meeting Objectives 1, 2, and 4 in its entirety. It should be noted that this alternative would fall short in meeting objectives related to proximity of the cancer center to the existing TOSH and key transportation corridors and developing a cancer center building with building massing that would be considered sensitively developed relative to the surrounding built environment. Under Alternative 2, It should also be noted that less than significant impacts of the Project related to aesthetics, air quality, and energy would be greater in magnitude compared to the Project.

**Table 7-1. Project Alternatives Environmental Impacts Comparison**

Environmental Issue	Project	No Project/ No Development Alternative (Alternative 1)	Zoning- Compliant Alternative (Alternative 1B)	Comprehensive Cancer Center at Janss Road Site Alternative (Alternative 2)	Single-Story Comprehensive Cancer Center at Cancer Center Site Alternative (Alternative 3)
Aesthetics	Less Than Significant	Less	Less	Greater	Less
Air Quality	Less Than Significant	Less	Less	Greater	Greater
Biological Resources	Less Than Significant with Mitigation	Less	Less	Less	Similar
Cultural Resources/ Tribal Cultural Resources	Less Than Significant with Mitigation	Less	Less	Greater	Greater

**Table 7-1. Project Alternatives Environmental Impacts Comparison**

Environmental Issue	Project	No Project/ No Development Alternative (Alternative 1)	Zoning-Compliant Alternative (Alternative 1B)	Comprehensive Cancer Center at Janss Road Site Alternative (Alternative 2)	Single-Story Comprehensive Cancer Center at Cancer Center Site Alternative (Alternative 3)
Paleontological Resources	Less Than Significant with Mitigation	Less	Less	Greater	Greater
Energy	Less Than Significant	Less	Less	Greater	Greater
Groundwater	Less Than Significant	Less	Less	Similar	Greater
Hazards and Hazardous Materials	Less Than Significant with Mitigation	Less	Less	Less	Similar
Noise	Less Than Significant with Mitigation	Less	Less	Greater	Greater
Wildfire	Less Than Significant with Mitigation	Less	Less	Less	Similar

## 7.6 References

Geobase, Inc. 2008. Geotechnical Investigation, Parking Garage, Los Robles Regional Medical Center, Thousand Oaks, California. Prepared for Health Care America, June 2008, Project Number C.311.05.00. Included as Appendix J in Final Environmental Impact Report No. 328, Los Robles Hospital and Medical Center Seismic Compliance and Expansion Project. Volume 1: EIR Text and Technical Appendices. Prepared for City of Thousand Oaks Community Development Department.

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