
Initial Study / Mitigated Negative Declaration

1300 Lawrence Drive Project



Lead Agency:

CITY OF THOUSAND OAKS

Community Development Department
Planning Division
2100 Thousand Oaks Boulevard
Thousand Oaks, California 91362

Consultant to Lead Agency:



633 W. 5th Street, 26th Floor
Los Angeles, California 90071

April 2023

Table of Contents

SECTION	PAGE
Acronyms and Abbreviations	iii
1 Introduction	1
1.1 California Environmental Quality Act Compliance.....	1
1.2 Public Review Process.....	2
2 Project Description	3
2.1 Project Site	3
2.2 Surrounding Land Uses	4
2.3 Project Characteristics	5
2.4 Project Objectives.....	6
3 Summary of Findings.....	11
2.1 Environmental Factors Potentially Affected	11
2.2 Environmental Determination.....	11
4 Initial Study Checklist.....	23
4.1 Aesthetics	27
4.2 Agriculture and Forest Resources.....	39
4.3 Air Quality.....	42
4.4 Biological Resources	58
4.5 Cultural Resources	67
4.6 Energy	80
4.7 Geology and Soils.....	86
4.8 Greenhouse Gas Emissions	98
4.9 Hazards and Hazardous Materials	113
4.10 Hydrology and Water Quality.....	125
4.11 Land Use and Planning.....	136
4.12 Mineral Resources	143
4.13 Noise	145
4.14 Population and Housing.....	157
4.15 Public Services	160
4.16 Recreation	165
4.17 Transportation	167
4.18 Tribal Cultural Resources	177
4.19 Utilities and Service Systems.....	183
4.20 Wildfire.....	200
4.21 Mandatory Findings of Significance.....	206
5 References	210

APPENDICES

A	CalEEMod Modeling Outputs	H	Phase I ESA
B	Biological Review	I	Phase II SIR
C	Oak Tree Report	J	Stormwater Compliance Study
D	Cultural Assessment	K	Noise Measurement Data Sheet
E	Energy Worksheets	L	Traffic Memo
F	Geotechnical Investigation	M	Cal-Am Will Serve Letter
G	Paleo Assessment		

FIGURES

2-1	Regional Location Map	7
2-2	Aerial Imagery of the Project Site and Surroundings	8
2-3	Project Site Plan	9
2-4	Project Oak Tree Plan	10
4.1-1	Views of the Project Site.....	37
4.1-2	Views from the Project Site	38
4.13-1	Noise Measurement Locations	156
4.17-1	Existing and Proposed Bicycle Facilities.....	175
4.17-2	Existing Local Transit Routes.....	176
4.19-1	Project Utility Plan.....	199

TABLES

3-1	Summary of Potentially Significant Impacts, Mitigation Measures, and Recommendation Measures.....	12
4.1-1	Project Consistency with Regulations Governing Scenic Resources	31
4.3-1	Construction-Related Pollutant Emissions – Unmitigated.....	49
4.3-2	Construction-Related Pollutant Emissions – Mitigated.....	49
4.3-3	Operational Pollutant Emission.....	52
4.5-1	Previous Cultural Resource Investigation in APE	68
4.5-2	Previous Cultural Resource Studies Investigations in 0.25-mile Study Area	68
4.5-3	Previous Cultural Resources Recorded in 0.25-mile Study Area.....	70
4.8-1	Project-Related GHG Emissions	103
4.8-2	Project Consistency with CARB Scoping Plan Policies and Measures	106
4.10-1	Existing and Proposed Stormwater Runoff Volumes	130
4.11-1	Project Consistency with General Plan Goals and Policies	137
4.13-1	Existing Ambient Noise Levels.....	148
4.13-2	Typical Construction Equipment Noise Levels	150
4.14-1	SCAG Data for Thousand Oaks	157

Acronyms and Abbreviations

Acronym / Abbreviation	Definition
AB	Assembly Bill
ADA	Americans with Disabilities Act
AHPA	Archaeological and Historic Preservation Act
amsl	above mean sea level
APN	Assessor Parcel Number
APE	Area of Potential Effect
AQMP	Air Quality Management Plan
ATP	Active Transportation Plan
BMP	best management practices
C&D	construction and demolition
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalFIRE	California Department of Forestry and Fire
CALGREEN	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
Cal-Am	California American Water Company
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CEP	Community Energy Plan
CFR	Code of Federal Register
CHRIS	California Historical Resources Information System
CMWD	Calleguas Municipal Water District
CNEL	community noise equivalent level
CO	carbon monoxide
CO ₂	carbon dioxide
CREC	controlled recognized environmental condition
CRHR	California Register of Historical Resources
CVUSD	Conejo Valley Unified School District
dB	decibel
dba	A-weighted decibel
DTSC	Department of Toxic Substance Control
EMFAC	On-Road Emissions Factor
EOC	Emergency Operations Center
EOP	Emergency Operations Plan

Acronym / Abbreviation	Definition
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FTA	Federal Transit Administration
g/L	grams per liter
GSA	Groundwater Sustainability Agency
GSP	Groundwater Sustainability Plan
GHG	greenhouse gas
GWh	Gigawatt-hours
HCTP	Hill Canyon Treatment Plant
HCAC	heating, ventilation, and air conditioning
ISA	International Society of Arboriculture
IS/MND	Initial Study/Mitigated Negative Declaration
LARWQCB	Los Angeles Regional Water Quality Control Board
L _{dn}	day–night average noise level
L _{eq}	energy-equivalent noise level
LED	light-emitting diode
LEED	Leadership in Energy and Environmental Design
LID	low impact design
LLC	Limited Liability Company
LRA	local responsibility area
MBTA	Migratory Bird Treaty Act
MLD	most likely descendant
MND	Mitigated Negative Declaration
mpg	miles per gallon
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer Systems
MTCO _{2e}	metric tons of carbon dioxide equivalent
MWD	Metropolitan Water District of Southern California
NAAQS	National Ambient Air Quality Standards
NAHC	California Native American Heritage Commission
NHPA	National Historic Preservation Act
No.	Number
NOP	Notice of Preparation
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O ₃	ozone
OES	Office of Emergency Services
OHP	Office of Historic Preservation
OPR	California Governor’s Office of Planning and Research
PBDB	Paleobiology Database
PM _{2.5}	particulate matter less than 10 microns in diameter

Acronym / Abbreviation	Definition
PM ₁₀	particulate matter less than 10 microns in diameter
ppm	parts per million
ROC	reactive organic compounds
ROG	reactive organic gases
PPV	peak particle velocity
PRC	California Public Resources Code
PRIMP	Paleontological Resources Impact Mitigation Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SDNHM	San Diego Natural History Museum
seq.	sequence
SGMA	Sustainable Groundwater Management Act
SHPO	State Historic Preservation Officer
SIR	Site Investigation Report
SLF	Sacred Lands File
SO _x	sulfur oxides
SRA	state responsibility area
SVL	Simi Valley Landfill & Recycling Center
SWP	State Water Project
SWPPOP	Stormwater Pollution Prevention Plan
TAC	toxic air contaminant
TOPD	Thousand Oaks Police Department
TOT	Thousand Oaks Transit
TRU	transport refrigeration truck
UCMP	University of California Museum of Paleontology
USC	United States Code
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
UWMP	Urban Water Management Plan
VCAPCD	Ventura County Air Pollution Control District
VCFD	Ventura County Fire Department
VCSD	Ventura County Sheriff Department
VHFHSZ	very high fire severity zone
VMT	vehicle miles traveled
VOC	volatile organic compound
WEAP	Worker Environmental Awareness Program

1 Introduction

1.1 California Environmental Quality Act Compliance

The California Environmental Quality Act (CEQA) applies to proposed projects initiated by, funded by, or requiring discretionary approvals from state or local government agencies. An application for the proposed 1300 Lawrence Drive Project (the “Project”) has been submitted to the City of Thousand Oaks for discretionary review. CEQA Guidelines Section 15367 states that a “Lead Agency” is “the public agency which has the principal responsibility for carrying out or approving a project.” Therefore, the City of Thousand Oaks (the “City”) is the lead agency responsible for compliance with CEQA for the proposed Project.

The City, as Lead Agency, has determined that proposed Project constitutes a project as defined by CEQA (California Public Resources Code [PRC], Section 21000 et seq.) and the preparation of an Initial Study is required. Based on the nature and scope of the proposed Project and the evaluation contained in the IS Environmental Checklist (contained herein), the City, as the lead agency, concluded that a Mitigated Negative Declaration (MND) is the proper level of environmental documentation for the proposed Project.

This Initial Study and Mitigated Negative Declaration (IS/MND) evaluates potential environmental effects resulting from construction, implementation, and operation of the proposed Project. Based on the analysis provided within this IS/MND, the City has concluded that impacts caused by the proposed Project are either less than significant or significant but able to be reduced to less-than-significant levels with incorporation of appropriate mitigation measures included herein. This conclusion is supported by CEQA Guidelines Section 15070, which states that an MND can be prepared when “(a) the initial study shows that there is not substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or (b) the initial study identifies potentially significant effects, but (1) revisions in the project plans or proposals made by, or agreed to by the applicant, before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and (2) there is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.”

This IS/MND is intended as an informational document and is ultimately required to be adopted by the decision makers prior to Project approval by the City. The City will prepare a Mitigation Monitoring and Reporting Program pursuant to CEQA Guidelines Section 15074(d), which requires that a lead or responsible agency adopt a mitigation monitoring plan when approving or carrying out a project when an MND identifies measures to mitigate or avoid significant environmental effects. The Mitigation Monitoring and Reporting Program will be submitted with the Final IS/MND.

1.2 Public Review Process

The IS/MND for the proposed Project will be released for a 30-day public review period from Thursday, April 25, 2023 through Thursday, May 25, 2023. During this public review period, written comments on the adequacy of the Draft IS/MND can be submitted by all interested public agencies, organizations, community groups, and individuals to the following contact by mail or email no later than 5:00 p.m. on Thursday, May 25, 2023. It is anticipated that a public hearing will occur no earlier than Monday, June 5, 2023.

The Draft IS/MND will be available for public review during the comment period at the following locations:

- Online at:
<https://www.toaks.org/departments/community-development/planning/environmental-impact>
- City of Thousand Oaks Planning Counter
2100 East Thousand Oaks Boulevard
Thousand Oaks, California 91362

The Final IS/MND will include a copy of each comment letter provided during the public review period of the IS/MND, followed by a formal response. The City's responses to comments on the IS/MND represent a good-faith, reasoned effort to address the environmental issues identified by the comments. Pursuant to CEQA Guidelines Section 15074(b), decision makers will consider the proposed IS/MND together with the comments received during the public review process.

2 Project Description

2.1 Project Site

2.1.1 Location

The proposed Project is located at 1300 Lawrence Drive, 2350 Corporate Center Drive, and 2400 Corporate Center Drive in the City of Thousand Oaks (the “Project Site”). The 289,046-square-foot (6.64-acre) Project Site consists of three parcels (Parcels 1, 2, and 3 of Parcel Map No. 4013 as per Map Book 41, Pages 13-15) associated with assessor parcel numbers (APNs) 667-0-172-015, -025, and -035 and is located south of the intersection of Lawrence Drive and Corporate Center Drive. As shown in Figure 2-1, Regional Location Map (included at the end of Section 2, Project Description), regional access to the Project Site is provided by the 101 Freeway, approximately 0.75-mile to the south, with local access provided via Lawrence Drive and Corporate Center Drive.

2.1.2 Site Conditions and Limitations

The Project Site parcels were created in 1984 when the Ventura County Resource Management Agency approved a Negative Declaration and Tentative Parcel Map (PM-4013) to create 14 industrial parcels. Approval of PM-4013 included the following conditions applicable to development at the Project Site:

- Condition No. 7 requires a 10-foot wide landscape strip adjacent to Lawrence Drive and Corporate Center Drive;
- Condition No. 8 limits ingress/egress driveways to be located at intervals not less than 300 feet apart;
- Condition No. 9 limits access to Lots 2 and 3 exclusively to Corporate Center Drive;
- Condition No. 10 requires common or shared access and circulation for Lots 2 and 3; and
- Condition No. 24 requires that roofing material shall be any fire-retardant roofing as defined by the Uniform Building Code.

In 1987, the County of Ventura recorded a Declaration of Covenants, Conditions and Restrictions, Grant of Easements and Maintenance Agreement (the “Declaration”) for the 14 industrial parcels, collectively referred to as the Conejo Corporate Center. Restrictions and requirements established for the Project Site include those related to allowed, prohibited, and other uses; nuisances (including emissions of dust, fumes, and odors; or generation of vibration); signs; temporary structures; prohibited vehicles; unsightly items; antennae and other roof structures; window covers; mineral exploration; drainage interference; allowed improvements; off-street parking; loading areas; modification of grades, subdivision; and undergrounding of utility lines. The Declaration also grants any Approving Agent or Architectural Committee the exclusive right to waive or vary the restrictions.

In 1990, the City initiated annexation proceedings for the Rancho Conejo Reorganization Area (Annexation No. 147), which included the Project Site parcels. Resolution 91-263 approving Annexation No. 147 was approved in 1991 and the Project Site parcels were transferred to the City. The Project Site currently has

a General Plan land use designation of "Industrial," a zoning designation of "Industrial Park" (M-1), and is located within the Rancho Conejo Industrial Park Specific Plan (Specific Plan 15) area. Specific Plan 15 was adopted as part of Annexation No. 147 to provide specific development standards for the industrial properties annexed by the City and are intended to provide continuation of development and use standards equivalent (with exceptions) to those under Ventura County standards applicable at the date of annexation, as well as to authorize continuation of special uses and standards previously approved in the annexed area.

2.1.3 Development and Use History

Based on historic aerial photographs and City directory listings, the Project Site was undeveloped or agricultural land from the early 1900s until it was developed in its current conditions in the late 1990s. In 1997, the Thousand Oaks Planning Commission approved construction of an 820-space parking lot on the Project Site's three parcels and a zoning clearance for exterior lighting in the parking lot was granted in 1998. The subleasing of 152 parking spaces at the Project Site for overnight parking of delivery vans and daytime parking of delivery van driver's vehicles was approved by the Community Development Director in 2018.

As shown on Figure 2-2, Aerial Imagery of the Project Site and Surroundings (included at the end of Section 2, Project Description), the Project Site is currently developed with an 820-space, asphalt-paved surface parking lot used for overflow parking and limited landscaping along all four Site boundaries, including three Oak trees consisting of one Coast Live Oak (*Quercus agrifolia*) and one Holly Oak (*Quercus ilex*) located along the Project Site's western border adjacent to Lawrence Drive and one Coast Live Oak (*Quercus agrifolia*) located within along the eastern border.

2.2 Surrounding Land Uses

The area surrounding the Project Site was also undeveloped or agricultural land from the early 1900s through the early 1960s. Between the 1960s and early 2000s, commercial office and industrial buildings were constructed on adjacent properties. As shown on Figure 2-2, the land uses within the general vicinity of the Project Site consist of various commercial and industrial office uses. To the north, across the intersection of Lawrence Drive and Corporate Center Drive, is the Takeda Pharmaceuticals office building (1455 Lawrence Drive); to the northeast, across Corporate Center Drive, is the Yesterday Once More warehouse building (2401 Corporate Center Drive) and the Design Works USA office building (2201 Corporate Center Drive); immediately adjacent to the east is a vacant commercial office building (2300 Corporate Center Drive); to the southeast across a small concrete-lined stormwater drainage channel, is the Lavery Business Park (2631, 2635, and 2639 Lavery Court); to the south across a small concrete-lined stormwater drainage channel, is the Trend Graphics clothing screen printing and embroidery industrial building (1200 Lawrence Drive); and to the west, across Lawrence Drive, are three commercial/industrial buildings occupied by Smith Precision Products (1299 Lawrence Drive), Varo Sheet Metal Design Works (1317 Lawrence Drive), and multiple auto servicing businesses (1355 Lawrence Drive), as well as a vacant fourth building (1415 Lawrence Drive).

2.3 Project Characteristics

The Project applicant is MP 1300 Lawrence Drive, LLC a Delaware LLC. The Project includes a request for Approval of a Mitigated Negative Declaration (MND - 2022-70001), Development Permit (DP - 2022-70824), Land Division Minor Modification (LDMN - 2022-70825), Parcel Map Waiver (PMW - 2022-70826), Landscape Plan Check (LPC - 2022-70827), and a Protected Tree Permit (PTP – 2022-70979).

As shown on Figure 2-3, Project Site Plan (included at the end of Section 2, Project Description), the Project would merge the three Project Site parcels in order to allow the demolitions of the existing surface parking lot and develop a new one-story, industrial shell building for warehouse/storage use and related site improvements, including truck court and 191 surface parking spaces. The Project includes a request for a height waiver to exceed the maximum height allowed under the Site's M-1 zoning of 35 feet. The proposed building would have a height of 37 feet, a 116,384-square-foot footprint, and a total building area of 120,348 square-feet, consisting of 112,384 square-feet of warehouse space and 8,000-square-feet of office space (including a 4,000-square-foot mezzanine). The Project would also include 35,615-square-feet of landscape area, consisting of shrubs/groundcover/vines and 122 trees. Existing Oak trees meeting the City's protection and preservation standards that would be removed by the Project would be replaced at a 3:1 ratio (see Figure 2-4, Project Oak Tree Plan, at the end of Section 2, Project Description). The Project Site is located within the "Newbury Park" section of the Forestry Master Plan and the Project's Landscape Plan is required to be consistent with the Newbury Park Regional Character Design Guidelines and California Building Energy Efficiency Standards (Title 24) water efficiency and conservation requirements. The Project would result in a building coverage area of 40 percent and a landscape coverage area of 12 percent.

The Project would be consistent with Title 24 and would include: bicycle parking; electric vehicle charging stations; infrastructure for future electric vehicle charging (including medium- and heavy-duty charging); shade trees; water-conserving indoor plumbing fixtures and fittings; weather-resistant exterior wall and foundation envelope; and low volatile-organic-compound (VOC) architectural coatings. Landscape irrigation would also comply with the California Department of Water Resource's Model Water Efficient Landscape Ordinance. The building is anticipating a Leadership in Energy and Environmental Design (LEED) certification.

Building lighting would be limited to points of ingress/egress, security lighting, accent lighting, and lighting for signage. Parking lot lighting would be typical of industrial development. Specifically, the Project would install pole-mounted security lights throughout the proposed parking areas, wall-mounted security lights along the perimeter of the proposed building, and internally-illuminated tenant and monument directional signage. All lighting would be downward facing, shielded, and limited in brightness.

The Project would include onsite drainage improvements in the form of a stormwater biofiltration system consisting of three modular wetlands installed upstream of existing storm drain inlets along Corporate Center Drive and full capture filters in catch basins throughout the Site. Stormwater runoff would ultimately be discharged to the existing municipal stormwater drainage system after undergoing trash removal in the catch basin filters and water quality treatment in the modular wetlands. The biofiltration

system would meet the stormwater discharge requirements of the Los Angeles Regional Water Quality Control Board and would also be designed in accordance with the Ventura County Technical Guidance Manual for Stormwater Quality Control Measures Manual.

Project access would be provided by one two-way driveway along Corporate Center Drive and two two-way driveways along Lawrence Drive. All proposed driveways and internal circulation would provide adequate fire lane access. ADA-accessible pedestrian path of travel to the building would be provided from proposed sidewalks along both Corporate Center Drive and Lawrence Drive. The 191 proposed parking spaces would include 105 standard stalls, 35 compact stalls, 5 ADA-accessible stalls, 1 ADA-van-accessible stall, 20 electric-vehicle stalls, 23 clean-air-vehicle stalls, 1 electric-vehicle-ADA-accessible stall, and 1 electric-vehicle-ADA-van-accessible stall. The Project would also provide 34 electric-vehicle charging stations and 10 bicycle parking spaces.

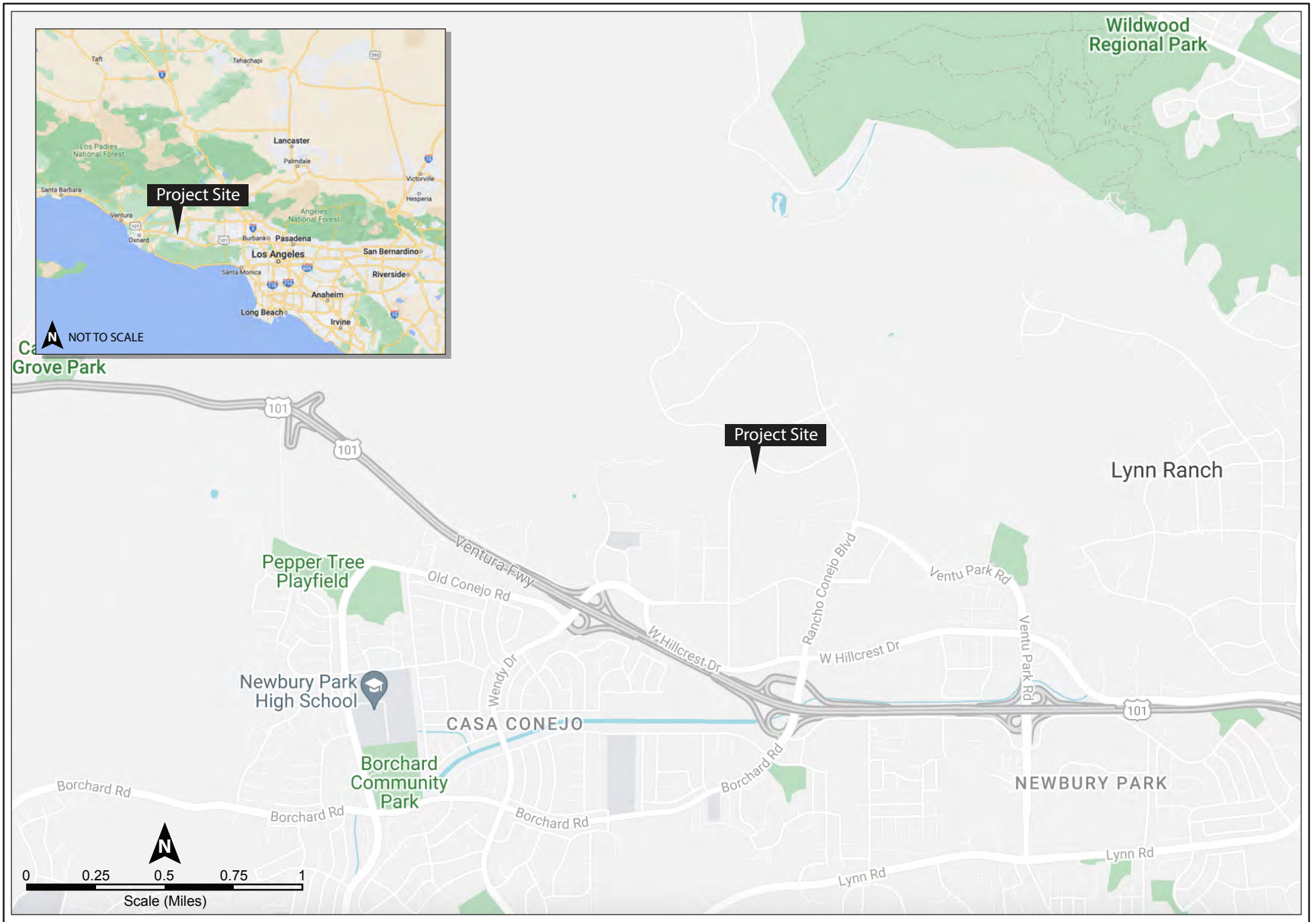
Following City approvals and issuance of building and grading permits, it would take approximately 7 months for demolition, debris and vegetation removal, grading, and construction activities to complete the project. Project demolition is anticipated to begin in July of 2023 and completion of construction and architectural coatings/finishing is expected for February 2024. The applicant estimates 37,445 cubic yards of cut, 26,018 cubic yards of fill, and 11,427 cubic yards of export requiring hauling and disposal consisting of 6,000 cubic yards of soil and 5,427 cubic yards of demolition debris. Construction and demolition waste and soil export would be hauled to Calabasas landfill via the 101 Freeway, which would be accessed from the Rancho Conejo Boulevard onramp by way of Lawrence Drive to Hillcrest Drive from the Project Site. All staging of construction equipment would occur onsite.

During the Project's operational phase, employees would have access to the Site 24 hours a day, 365 days a year. The applicant has stated that approximately 360 employees would work at the Project Site; however, not at the same time. Conservatively assuming only two operational work shifts, no more than 180 employees would be at the Project Site at one time.

2.4 Project Objectives

The 1300 Lawrence Project is envisioned as a revitalization of an underused parcel. The Project includes a set of objectives that would result in a high-quality industrial development, consistent with the underlying land use designation of the Project Site and existing land uses within the Rancho Conejo Industrial Park Specific Plan area. The specific objectives of the Project include:

- Redevelop an underutilized site within the Rancho Conejo Industrial Park Specific Plan area with an industrial warehouse;
- Provide a quality industrial warehouse consistent with the existing land use designation and zoning of the Project Site; and
- Cluster new industrial development together with existing industrial development to avoid expansion of incompatible uses into adjacent residential uses.



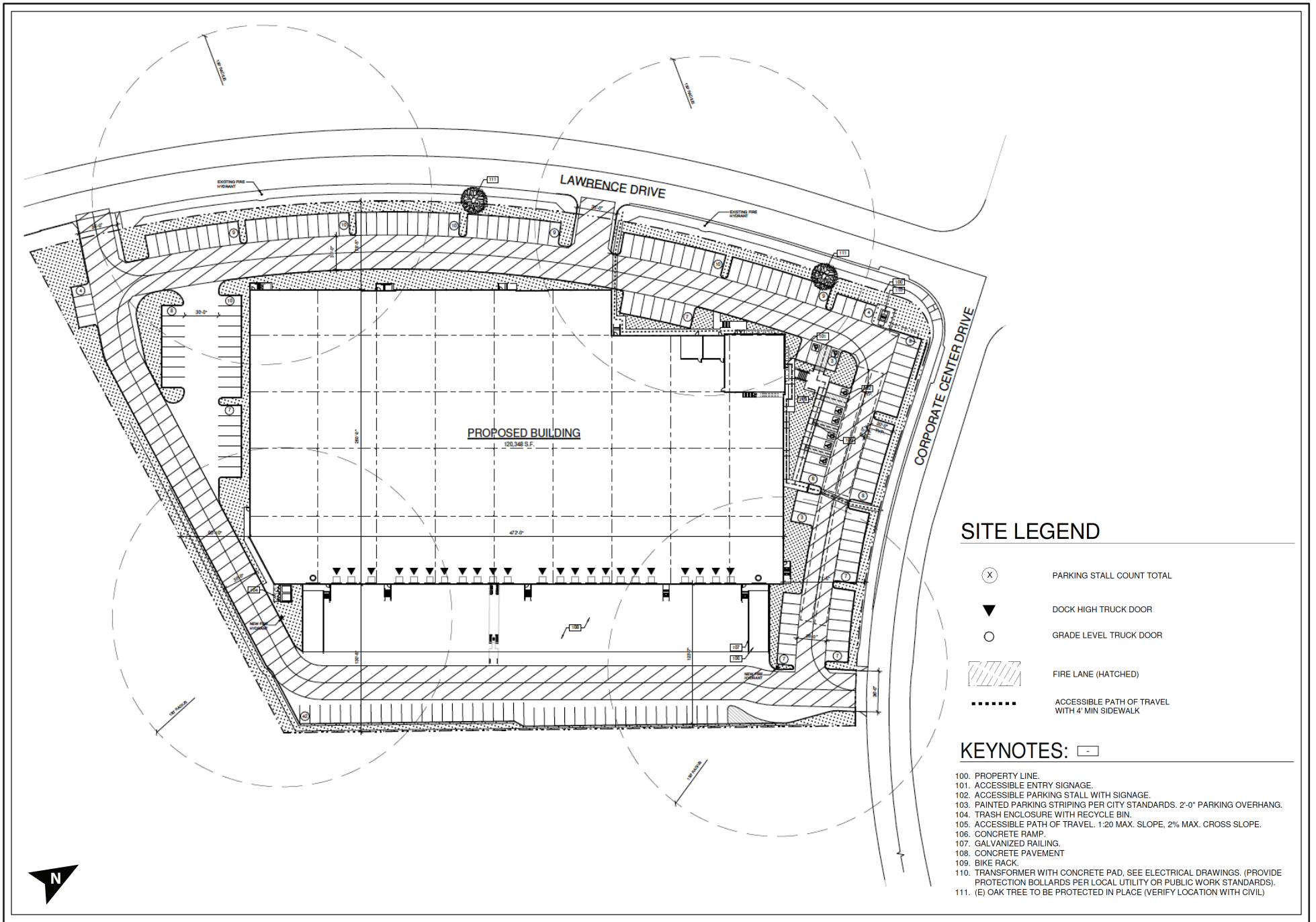
Source: Google Maps, 2023

Figure 2-1
Regional Location Map



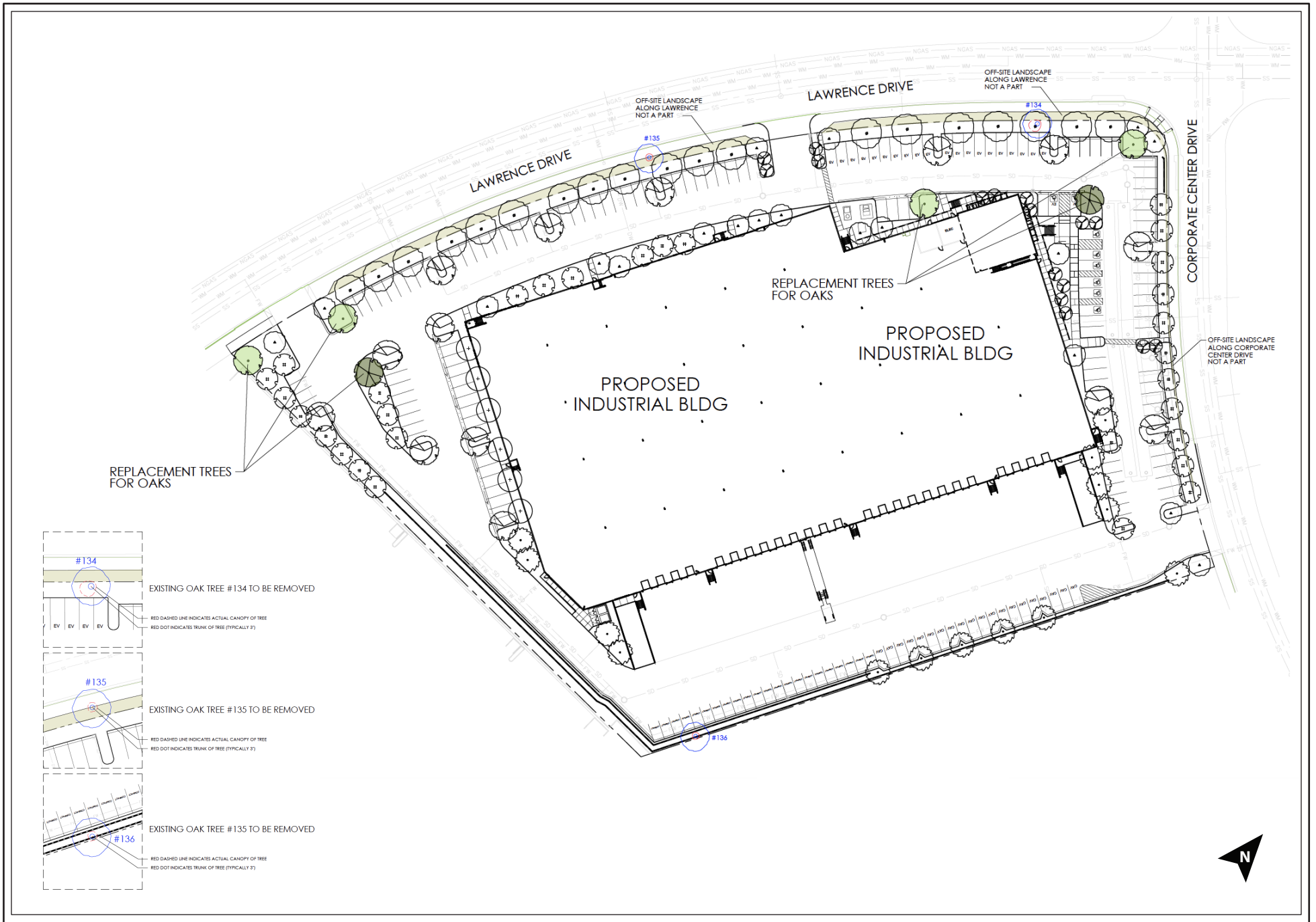
Source: GoogleEarth Pro, 2023

Figure 2-2
Aerial Imagery of the Project Site and Surroundings



Source: Ware Malcomb, 2022

Figure 2-3
Project Site Plan



Source: Ware Malcomb, 2023

Figure 2-4
Project Oak Tree Plan

3 Summary of Findings

Based on the IS/MND and supporting environmental analysis prepared for the Project (Chapter 4, Initial Study Checklist), the proposed Project would have no impact or less-than-significant impacts in the following areas: Aesthetics, Agricultural and Forestry Resources, Energy, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Utilities and Service Systems, and Wildfire. According to the CEQA Guidelines, it is appropriate to prepare an IS/MND for the Project because any potentially significant environmental impacts identified would be reduced to less than significant with incorporation of the recommended mitigation measures.

3.1 Environmental Factors Potentially Affected

Implementation of the Project would have the potential to have significant impacts on the following topics without the mitigation measures described herein: Air Quality, Biological Resources, Cultural Resources, Geology and Soils (Paleontology), Tribal Cultural Resources, and Mandatory Findings of Significance. However, with implementation of the mitigation measures identified in this IS/MND, each potentially significant impact would be reduced to a less-than-significant level. Refer to Table 3-1, Summary of Potentially Significant Impacts and Mitigation Measures, below for a summary of Project impacts and mitigation measures.

In addition, although impacts to transportation were determined to be less than significant and no mitigation measures would be required, a recommendation measure RM-TR has been proposed for the Project that would strengthen the Project's transportation demand and trip reduction standards and measures beyond existing City requirements. Recommendation measure RM-TR is also included in Table 3-1.

3.2 Environmental Determination

As discussed in Chapter 4 of this IS/MND, implementation of the Project could result in significant impacts (see Table 2-1). Although the Project could have a significant effect on the environment, the mitigation measures adopted as part of the Project would reduce Project impacts such that a significant effect would not occur. As such, an MND is the appropriate environmental document for the Project, and further mitigation would not be necessary.

Table 3-1, Summary of Potentially Significant Impacts, Mitigation Measures, and Recommendation Measures

Impact Threshold	Mitigation Measure / Recommendation Measures	Level of Significance with Mitigation
Air Quality		
<p>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?</p>	<p>AQ-1 Tier 4 Construction Equipment. During the demolition and grading phases only, heavy-duty diesel-powered construction equipment used shall be equipped with Tier 4 Final or better diesel engines. The City of Thousand Oaks shall verify and approve any pieces of equipment to be used during demolition and grading that would not meet Tier 4 Final standards per the VCAPCD Guidelines. Equipment engines must be maintained in good condition and in proper tune as per manufacturer’s specifications.</p> <p>An exemption from these requirements may be granted by the City in the event that the applicant documents that equipment with the required tier is not reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment. Before an exemption may be considered by the City, the applicant shall be required to demonstrate that two construction fleet owners/operators in Ventura County were contacted and that those owners/operators confirmed Tier 4 Final equipment could not be located within Ventura County. Further, if an exemption is granted by the City, the applicant shall use a minimum of Tier 3 equipment with a CARB-certified Level 3 diesel particulate filter in place of the Tier 4 Final equipment.</p>	<p>Less than Significant</p>
Biological Resources		
<p>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 Wildlife or U.S. Fish and Wildlife Service?</p>	<p>BIO-1 Pre-Construction Nesting Bird Surveys. Project-related activities shall occur outside of the bird breeding season (February 1 to August 31) to the extent practicable. If construction must occur within the bird breeding season, then no more than seven days prior to initiation of ground disturbance and/or vegetation removal, a nesting bird pre-construction survey shall be conducted by a qualified biologist within the disturbance footprint plus a 300-foot buffer, where feasible. If the Project is phased or construction activities stop for more than two weeks, a subsequent pre-construction nesting bird survey shall be conducted by a qualified biologist and completed prior to each phase of construction and submitted to the City of Thousand Oaks within 48 hours of each survey.</p>	<p>Less than Significant</p>

Table 3-1, Summary of Potentially Significant Impacts, Mitigation Measures, and Recommendation Measures

Impact Threshold	Mitigation Measure / Recommendation Measures	Level of Significance with Mitigation
	<p>Pre-construction nesting bird surveys shall be conducted during the time of day when birds are active and shall factor in sufficient time to perform this survey adequately and completely. A report of the nesting bird survey results, if applicable, shall be submitted to the City of Thousand Oaks for review and approval prior to ground and/or vegetation disturbance activities.</p> <p>If nests are found, their locations shall be flagged to facilitate avoidance. An appropriate avoidance buffer of 100 feet for non-special status species, 200 feet for special status passerine species, and 300 feet for raptor species (this distance may be greater depending on the bird species and construction activity, as determined by the qualified biologist), shall be demarcated by a qualified biologist with bright orange construction fencing or other suitable flagging. Active nests shall be monitored at a minimum of once per week until it has been determined that the nest is no longer being used by either the young or adults. No construction or ground disturbance shall occur within this buffer until the qualified biologist confirms that the breeding/nesting is completed, and all the young have fledged. If Project activities must occur within the buffer, they shall be conducted at the discretion of the qualified biologist. If no nesting birds are observed during pre-construction surveys, no further actions would be necessary.</p>	
<p>e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p>	<p>BIO-2 Protected Tree Removal and Replacement. All protected Oak trees shall be replaced consistent with the Thousand Oaks Oak Tree Ordinance and the Oak Tree Preservation and Protection Guidelines under a Type “C” Oak Tree Permit. Oak tree replacement shall be at a 3:1 ratio for total of four (4) 24-inch-box size trees and two (2) 36-inch-box size trees, consisting of Coast Live Oak (<i>Quercus agrifolia</i>) or Valley Oak (<i>Quercus lobata</i>). The replacement trees shall be planted and depicted on the landscape architect’s planting plan. If different sized 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. Additionally, a 5-year tree maintenance fee, in an amount acceptable to the Community Development Director, shall be paid</p>	<p>Less than Significant</p>

Table 3-1, Summary of Potentially Significant Impacts, Mitigation Measures, and Recommendation Measures

Impact Threshold	Mitigation Measure / Recommendation Measures	Level of Significance with Mitigation
	<p>to the Community Development Department for off-site replacement trees prior to tree removal. Trees shall be installed per International Society of Arboriculture (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. The developer shall be responsible for the costs associated with the monitoring and reporting requirement.</p>	
Cultural Resources		
<p>b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?</p>	<p>CUL-1 Cultural Resource Monitoring and Inadvertent Discovery Plan. Impacts to cultural resources shall be minimized through implementation of pre- and post-construction tasks. Tasks pertaining to cultural resources include the development of a Cultural Resource Monitoring and Inadvertent Discovery Plan (Cultural Plan). The purpose of the Cultural Plan is to outline a program of appropriate monitoring as well as treatment and mitigation in the case of an inadvertent discovery of cultural resources during ground-disturbing phases (including, but not limited to, pre-construction site mobilization and testing, grubbing, removal of soils for remediation, construction ground disturbance, construction grading, trenching, and landscaping) and to provide for the proper identification, evaluation, treatment, and protection of any cultural resources throughout the duration of the Project. This Cultural Plan shall define the process to be followed for the identification and management of cultural resources in the Project area during construction. 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>CUL-2 Worker Environmental Awareness Program. Worker Environmental Awareness Program (WEAP) training shall be provided to all construction personnel and monitors who are not trained archaeologists prior to the start of construction</p>	<p>Less than Significant</p>

Table 3-1, Summary of Potentially Significant Impacts, Mitigation Measures, and Recommendation Measures

Impact Threshold	Mitigation Measure / Recommendation Measures	Level of Significance with Mitigation
	<p>activities. A basic presentation and handout or pamphlet shall be prepared to ensure proper identification and treatment of inadvertent cultural resource discoveries. The purpose of the WEAP training is to provide specific details on the kinds of cultural materials, both prehistoric and historic, that may be identified during construction of the Project and explain the importance of and legal basis for the protection of cultural resources. Each worker shall also be provided the proper procedures to follow in the event that cultural resources or human remains are discovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate notification of the site supervisor and the qualified archaeological and Native American monitors. If the discovery is Native American in nature, representatives from the Barbareño/Ventureño Band of Mission Indians and the Gabrieleño/Tongva San Gabriel Band of Mission Indians shall be notified.</p> <p>CUL-3 Cultural Resource Monitoring. Prior to the issuance of a demolition permit, the Applicant shall retain a Native American monitor approved by the Barbareño/Ventureño Band of Mission Indians or the Gabrieleño/Tongva San Gabriel Band of Mission Indians and a qualified archaeologist meeting the Secretary of the Interior’s Standards to be on call to conduct spot monitoring and respond to and address any inadvertent discoveries identified during ground-disturbing activities, whether within disturbed or imported fill soils. Additionally, the Native American monitor meeting the Native American Heritage Commission’s standards and the qualified archaeologist meeting the Secretary of the Interior’s Standards shall be retained to monitor all initial ground disturbance once such activities have reached 1 foot below native/alluvial soils. “Initial ground disturbance” is defined as initial construction-related moving of sediments from their place of deposition. As it pertains to cultural resource monitoring, this definition excludes movement of sediments after they have been initially disturbed or displaced by current Project-related construction. A monitoring agreement between the Applicant and the Barbareño/Ventureño Band of Mission</p>	

Table 3-1, Summary of Potentially Significant Impacts, Mitigation Measures, and Recommendation Measures

Impact Threshold	Mitigation Measure / Recommendation Measures	Level of Significance with Mitigation
	<p>Indians or the Gabrieleño/Tongva San Gabriel Band of Mission Indians shall be prepared that outlines the roles and responsibilities of the Native American monitor and shall be submitted to the City prior to the earlier of either the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.</p> <p>A qualified archaeological principal investigator meeting the Secretary of the Interior’s Professional Qualification Standards shall oversee and adjust monitoring efforts as needed (e.g., increase, decrease, or discontinue monitoring frequency) based on the observed potential for construction activities to encounter cultural deposits or material and through consultation with the Native American monitor. The archaeological principal investigator shall be responsible for maintaining daily monitoring logs for those days monitoring occurs.</p> <p>CUL-4 Inadvertent Discovery. In the event that potential prehistoric or historic-era archaeological resources (sites, features, or artifacts) are exposed during construction activities for the Project, all construction work occurring within a 50-foot buffer of the find shall immediately stop and a qualified archaeologist must be notified immediately to assess the significance of the find and determine whether or not additional study is warranted. Depending on the significance of the find under the California Environmental Quality Act (CEQA), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work (e.g., preparation of an archaeological treatment plan, testing, or data recovery) may be warranted. If Native American resources are discovered or are suspected, the Native American monitor shall be notified and as dictated by California Health and Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and CEQA Guidelines Section 15064.5(e).</p> <p>A meeting shall take place between the Applicant, the qualified archaeologist, the respective Tribe, and the City to discuss the significance of the find and whether it qualifies as a tribal cultural resource pursuant to Public Resources Code Section</p>	

Table 3-1, Summary of Potentially Significant Impacts, Mitigation Measures, and Recommendation Measures

Impact Threshold	Mitigation Measure / Recommendation Measures	Level of Significance with Mitigation
	<p>21074(a). If, as a result of the meeting and after consultation with the respective Tribe and the qualified archaeologist, a decision that the resource is in fact a tribal cultural resource, a treatment plan shall be developed by the respective Tribe, with input from the qualified archaeologist as necessary, and with the concurrence of the City’s Planning Director. The treatment measures in the treatment plan shall be implemented prior to construction work continuing in the buffer around of the find. The preferred treatment is avoidance, but if not feasible may include, but would not be limited to, capping in place, excavation and removal of the resource and follow-up laboratory processing and analysis, interpretive displays, sensitive area signage, or other mutually agreed upon measures. The treatment plan shall also include measures regarding the curation of the recovered resources. The recovered prehistoric or Native American resources may be placed in the custody of the Barbareño/Ventureño Band of Mission Indians or the Gabrieleño/Tongva San Gabriel Band of Mission Indians who may choose to use them for their educational purposes or they may be curated at a public, non-profit institution with a research interest in the materials. If neither the the Barbareño/Ventureño Band of Mission Indians or the Gabrieleño/Tongva San Gabriel Band of Mission Indians or research institution accepts the resources, they may be donated to a local school or historical society in the area for educational purposes.</p> <p>An Archaeological and Native American Monitoring Report shall be prepared by the qualified archaeologist within 60 days following completion of ground disturbance and submitted to the Riverside Community College District for review. This report shall document compliance with approved mitigation, document the monitoring efforts, and include an appendix with daily monitoring logs. The final report shall be submitted to the South Central Coastal Information Center and interested consulting tribes.</p> <p>In the event that human remains are inadvertently encountered during construction activities, such resources shall be treated in accordance with state</p>	

Table 3-1, Summary of Potentially Significant Impacts, Mitigation Measures, and Recommendation Measures

Impact Threshold	Mitigation Measure / Recommendation Measures	Level of Significance with Mitigation
	<p>and local regulations that provide requirements with regard to the accidental discovery of human remains, including California Health and Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and CEQA Guidelines Section 15064.5(e). 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 area reasonably suspected to overlie adjacent remains can occur until the County Coroner has determined, within 2 working days of notification of the discovery, 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 Native American Heritage Commission (NAHC) within 24 hours. The NAHC must immediately notify those persons it believes to be the most likely descendants from the deceased Native American. The most likely descendant(s) must then complete their inspection within 48 hours of being granted access to the Site. The most likely descendant(s) would then determine, in consultation with the property owner, the disposition of the human remains.</p>	
<p>d) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?</p>	<p>See mitigation measure CUL-1 through CUL-4 above</p>	<p>Less than Significant</p>
<p>Geology and Soils</p>		
<p>f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>	<p>GEO-1 Paleontological Resources Impact Mitigation Plan and Paleontological Monitoring. Prior to the commencement of ground disturbing activities, the Project Applicant shall retain a qualified Project Paleontologist to direct all mitigation measures related to paleontological resources. A qualified Project Paleontologist is defined by the Society of Vertebrate Paleontology standards as an individual preferably with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological mitigation project supervisor for a least two years. The Project</p>	<p>Less than Significant</p>

Table 3-1, Summary of Potentially Significant Impacts, Mitigation Measures, and Recommendation Measures

Impact Threshold	Mitigation Measure / Recommendation Measures	Level of Significance with Mitigation
	<p>Paleontologist shall be retained to prepare and implement a Paleontological Resources Impact Mitigation Plan (PRIMP) for the Project.</p> <p>The PRIMP shall be consistent with the 2010 Society of Vertebrate Paleontology guidelines and outline requirements for pre-construction meeting attendance and worker environmental awareness training, where paleontological 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 microinvertebrate and microvertebrate fossils), reporting, and collections management.</p> <p>GEO-2 Worker’s Environmental Awareness Program. Prior to the start of Project construction activities, all field personnel shall receive a worker’s environmental awareness training on paleontological resources. The training shall provide a description of the laws and ordinances protecting fossil resources, the types of fossil resources that may be encountered in the Project area, the role of the Paleontological Monitor, outline steps to follow if a fossil discovery is made, and contact information for the Project Paleontologist. The training shall be developed by the Project Paleontologist and shall be delivered concurrently with other training including cultural, biological, safety, et cetera.</p> <p>GEO-3 Paleontological Monitoring and Fossil Discoveries. Monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources and meets the minimum standards of the Society of Vertebrate Paleontology for a Paleontological Resources Monitor. The duration and timing of the monitoring shall be determined by the Project Paleontologist based on the observation of the geologic setting from initial ground disturbance, and subject to the review and approval by the City of Thousand Oaks. If the Project Paleontologist determines full-time monitoring is no longer warranted based on the geologic conditions at depth, they may recommend that monitoring be reduced or cease entirely.</p>	

Table 3-1, Summary of Potentially Significant Impacts, Mitigation Measures, and Recommendation Measures

Impact Threshold	Mitigation Measure / Recommendation Measures	Level of Significance with Mitigation
	<p>Monitoring shall be reinstated if any new ground disturbances are required, and reduction or suspension shall be reconsidered by the Project Paleontologist at that time.</p> <p>If a paleontological resource is discovered, the monitor shall have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and, if appropriate, collected. If the resource is determined to be of scientific significance, the Project Paleontologist shall complete the following:</p> <p><u>Salvage of Fossils.</u> If fossils are discovered, all work in the immediate vicinity shall be halted to allow the paleontological monitor, and/or Project Paleontologist to evaluate the discovery and determine if the fossil may be considered significant. If the fossils are determined to be potentially significant, the Project Paleontologist (or paleontological monitor) shall recover them following standard field procedures for collecting paleontological resources as outlined in PRIMP for the Project. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the Project Paleontologist and/or paleontological monitor shall have the authority to temporarily direct, divert, or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.</p> <p><u>Fossil Preparation and Curation.</u> The PRIMP for the Project shall identify the museum that has agreed to accept fossils that may be discovered during Project related excavations. Upon completion of fieldwork, all significant fossils collected shall be prepared in a properly equipped laboratory to a point ready for curation. Preparation may include the removal of excess matrix from fossil materials and stabilizing or repairing specimens. During preparation and inventory, the fossils specimens shall be identified to the lowest taxonomic level practical prior to curation at an accredited museum. The fossil specimens must be delivered to the</p>	

Table 3-1, Summary of Potentially Significant Impacts, Mitigation Measures, and Recommendation Measures

Impact Threshold	Mitigation Measure / Recommendation Measures	Level of Significance with Mitigation
	<p>accredited museum or repository no later than 30 days after all laboratory work is completed. The cost of curation shall be assessed by the repository and shall be the responsibility of the Project Applicant.</p>	
Transportation		
<p>b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?</p>	<p>Although no mitigation measures would be required with regard to conflicts with CEQA Guidelines section 15064.3(b), the following recommendation measure is proposed for the Project:</p> <p>RM-TR Additional Transportation Demand and Trip Reduction Standards and Measures. A Transportation Demand Management (TDM) program shall be prepared by the property owner and or company that will occupy the building. The TDM program shall include, but not be limited to, all of the following standards and measures, which are in excess of those required by the Thousand Oaks Municipal Code Section 9-4.4003, with an intent to further reduce VMT within the City. Prior to the release of final occupancy permit and subsequent business licenses affiliated with the property, the TDM program must be submitted to the City for review and approval by the Community Development Director and Public Works Director.</p> <ul style="list-style-type: none"> • Install and maintain a publicly-accessible bike share station with a minimum of 10 docks; • Implement a ride share program to be managed by the property manager or tenant that matches individuals to bike share and ride share groups; • Offer new employees a packet of materials and/or provide personal consultation detailing sustainable (non-drive alone) travel options. These materials or consultations must be available on an ongoing basis and/or on permanent online channels. Packet must include the distribution of one transit day pass or equivalent value, to each employee; and 	<p>Not Applicable</p>

Table 3-1, Summary of Potentially Significant Impacts, Mitigation Measures, and Recommendation Measures

Impact Threshold	Mitigation Measure / Recommendation Measures	Level of Significance with Mitigation
	<ul style="list-style-type: none"> Deploy an employee-focused travel behavior change program that targets individual attitudes, goals, and travel behaviors, educating participants on the impacts of travel choices and opportunities to alter their habits. The program typically includes a coordinated ride-sharing, vanpool and/or carpooling program, requires a program coordinator, and includes program monitoring, reporting and evaluation. 	
Tribal Cultural Resources		
<p>a.i) 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)?</p>	<p>See mitigation measure CUL-1 through CUL-4 above</p>	<p>Less than Significant</p>

4 Initial Study Checklist

The following discussion of potential environmental effects was completed in accordance with Section 15063(d)(3) of the CEQA Guidelines (2023) to determine if the proposed Project may have a significant effect on the environment.

1. Project title:

1300 Lawrence Drive Project

2. Lead Agency name and address:

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

3. Contact person and phone number:

Scott Kolwitz, Interim Planning Manager
(805) 449-2319; skolwitz@toaks.org

4. Project Location:

1300 Lawrence Drive, 2350 Corporate Center Drive, and 2400 Corporate Center Drive
Thousand Oaks, California 91320

5. Project sponsor's name and address:

MP 1300 Lawrence Drive, LLC; a Delaware LLC
236 South Sierra Avenue, Suite 100
Solana Beach, CA 92075

6. General plan designation:

Industrial

7. Zoning:

Industrial Park (M-1), Rancho Conejo Industrial Park Specific Plan (Specific Plan 15)

8. Description of Project:

Refer to Section 2.3, Project Characteristics, of this IS/MND

9. Surrounding land uses and setting:

Refer to Section 2.1, Project Site Location and Existing Conditions; Section 2.2, Surrounding Land Uses; Figure 2-1, Regional Location Map; and Figure 2-2, Aerial Imagery of the Project Site and Surroundings, of this IS/MND

10. Other public agencies whose approval is required:

None; approvals are only required from the City of Thousand Oaks

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.:

As of April 2023, no California Native American tribes traditionally and culturally affiliated with the Project area have requested to be notified by the City, as lead agency, of proposed projects in the geographic area pursuant to Public Resources Code Section 21080.3.1. However, during preparation of the Project's Cultural Resources Assessment, PaleoWest, LLC sent letters notifying 11 affiliated tribal contacts of the Project and results of the current assessment on November 18, 2022. Annette Ayala, CRM Committee Chair of the Barbareño/Ventureño Band of Mission Indians, and Chairperson Anthony Morales of the Gabrieleño/Tongva San Gabriel Band of Mission Indians indicated that their tribes are interested in engaging in consultation upon receipt of the official notification from the lead agency. Accordingly, the City engaged in Project-specific consultation with the representatives of the Barbareño/Ventureño Band of Mission Indians and Gabrieleño/Tongva San Gabriel Band of Mission Indians in separate phone calls on April 11, 2023 in order to determine potentially significant impacts to tribal cultural resources, procedures regarding confidentiality, etc. Tribal representatives requested the inclusion of Native American monitoring during ground-disturbing activities, which was incorporated into the Project's mitigation measures. No significant tribal cultural resources were identified during consultation and impacts to potentially unknown tribal cultural resources were determined to be less than significant with mitigation incorporated. Refer to Section 4.5, Cultural Resources, and Section 4.18, Tribal Cultural Resources, of this IS/MND for further information.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Transportation |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use / Planning | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities / Service Systems |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input checked="" type="checkbox"/> Geology / Soils | <input type="checkbox"/> Population / Housing | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

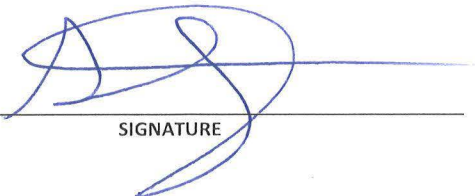
- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Scott Kolwitz, Interim Planning Manager

NAME AND TITLE

(805) 499-2319

PHONE NUMBER



SIGNATURE

April 25, 2023

DATE

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).
- 5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
- 7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

4.1 Aesthetics

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. 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, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Project Site is located in the Conejo Valley, located between the Santa Monica Mountains to the south and the Conejo Mountains to the west and north, and the Simi Hills to the northeast. The visual environment surrounding the Project Site consists primarily of industrial and commercial development within the Rancho Conejo Industrial Park Specific Plan (Specific Plan 15) area. The Project Site and surrounding vicinity are generally flat, with gently rolling hills to the north beyond the industrial development. Viewer groups in the Project area include motorists, bicyclists, and pedestrians traveling on Lawrence Drive and Corporate Center Drive, as well as employees and patrons of surrounding commercial and industrial businesses. Figure 4.1-1 and Figure 4.1-2 present views of and from the Project Site, respectively, as detailed below.

Figure 4.1-1, Views of the Project Site

View 1: The viewpoint for View 1 is located 160 feet to the north of the Project Site and looks south across the intersection of Lawrence Drive and Corporate Center Drive toward the north corner of the Project Site. The Project Site's existing landscape borders along Lawrence Drive and Corporate Center Drive can be seen.

View 2: The viewpoint for View 2 is located 100 feet to the northeast of the Project Site and looks west across Corporate Center Drive toward the northeastern boundary of the Project Site. The Project Site's existing driveway at the northeastern corner and landscape border along Corporate Center Drive can be seen.

View 3: The viewpoint for View 3 is located 60 feet to the west of the Project Site and looks east across Lawrence Drive toward the Project Site's existing driveway located midway along the Project Site's western boundary. The Project Site's parking areas and landscape border along Lawrence drive can be seen.

View 4: The viewpoint for View 4 is located 90 feet to the southwest of the Project Site and looks northeast across Lawrence Drive toward the Project Site's existing driveway located at the southwestern corner of the Site. The Project Site's parking areas and landscape border along Lawrence drive can be seen.

Figure 4.1-2, Views From the Project Site

View 5: View 5 presents the view toward the southwest from the southwest corner of the Project Site. An industrial warehouse across Lawrence Drive can be seen.

View 6: View 6 presents the view toward the southwest from the north corner of the Project Site. The commercial/industrial building occupied by multiple auto servicing businesses (1355 Lawrence Drive), and a vacant fourth building (1415 Lawrence Drive), and landscaping across Lawrence Drive can be seen.

View 7: View 7 presents the view toward the north from the north corner of the Project Site. The Takeda Pharmaceuticals office building (1455 Lawrence Drive) and landscaping across the intersection of Lawrence Drive and Corporate Center Drive can be seen.

View 8: View 8 presents the view toward the east from the north corner of the Project Site. The Yesterday Once More warehouse building (2401 Corporate Center Drive) and landscaping across Corporate Center Drive can be seen.

a) Would the project have a substantial adverse effect on a scenic vista?

Less than Significant Impact. A scenic vista is a view from a public place, such as a roadway or designated scenic viewing spot, that is expansive and considered important to the community. It can be obtained from an elevated position (such as from the top of a hillside) or it can be seen from a roadway with a longer-range view of the landscape. An adverse effect would occur if a proposed project would block or otherwise damage the scenic vista upon implementation.

According to the Ventura County General Plan, US-101 provides scenic views of the Conejo Valley, including where it traverses Thousand Oaks.¹ However, the Project would develop an industrial warehouse building on a developed Site surrounded by other industrial and commercial development. Although the Project would exceed the allowable 35-foot height limit established

¹ *Ventura County, Thousand Oaks Area Plan, September 2020.*

for the Site, the Project's proposed 37-foot structure height (i.e., to the top of the parapet and mechanical equipment) would not be visually discernable from a 35-foot building or from the surrounding development in the viewshed. Furthermore, due to intervening development and landscaping, the Project Site is not visible from the US-101.

The Thousand Oaks General Plan does not identify specific protected scenic resources within the City. However, the General Plan identifies scenic resources within the greater Conejo Valley, including the Simi Hills, Conejo Peak, and Santa Monica Mountains, and protection of natural viewsheds is established in the City's Open Space Element, Conservation Element, and Scenic Highways Element, and in ordinances and resolutions concerning the preservation and enhancement of the Conejo Valley's unique scenic attributes. Specifically, the City's General Plan Conservation Element² recognizes the Conejo Valley as "characterized by broad open vistas of natural open space, traversed by creeks, and dotted with prominent knolls and native oak woodlands," while the Open Space Element establishes that open space is essential to preserve the spaciousness and attractiveness of the Conejo Valley, and the scenic qualities of the Conejo Valley contribute to the City's character and quality of life.³ The location and extent of specific natural resources of importance to the community are identified in the Conservation Element and include streams and creeks; wetlands and riparian habitat; wildlife corridors; key habitat areas; significant biological resources, such as oak woodland and rare and endangered species; cultural and historical resources; and topographic features, such as steeply sloping land and ridgelines. As discussed in greater detail in Section 4.4, Biological Resources, and Section 4.5, Cultural Resources, of this IS/MND, the Project Site does not contain streams and creeks; wetlands and riparian habitat; wildlife corridors; key habitat areas; significant biological resources; or known cultural and historical resources. Two of the three existing Oak trees meet the City's protection and preservation criteria and would be replaced at a 3:1 ratio. In addition, the relatively flat Project Site does not contain steeply sloping land or ridgelines. Therefore, the Project would not result in a loss of any features identified as having scenic value by the City.

Figure 1 of the Conservation Element identifies major landforms, drainages, and floodplains in Thousand Oaks, many of which add scenic value to the City. As shown in View 5 of Figure 4.1-2, limited public views of a hillside and prominent ridgeline identified as a major landform in the Conservation Element are available from Lawrence Drive in the vicinity of the Project Site. However, all Project development would occur entirely onsite and would not extend into the public right-of-way long Lawrence Drive such that views of the hillside and ridgeline would be affected. Due to intervening development and existing landscaping, no publicly-available views of any other identifies scenic resources are available adjacent to the Project Site, such as along Corporate Center Drive.

Based on the above, the Project would not have a substantial adverse effect on a scenic vista and impacts would be less than significant.

² *City of Thousand Oaks, General Plan, Conservation Element, 2013.*

³ *City of Thousand Oaks, General Plan, Open Space Element, 2013.*

Mitigation Measures

None 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?**

No Impact. There are no officially designated state scenic highways in the City. One highway, US-101, which runs east/west through the City approximately 0.75-mile south of the Project Site, has been identified as eligible for designation as a state scenic highway.⁴ However, as discussed in response to 4.1(a), due to intervening development and landscaping, the Project Site is not visible from US-101, and the Project Site does not contain scenic resources.

The Scenic Highways Element of the General Plan identifies existing and proposed local scenic routes. Figure 2 of the Scenic Highways Element depicts Rancho Conejo Boulevard as a proposed City scenic highway.⁵ Rancho Conejo Boulevard runs north-south from US-101 to the east of the Project Site before turning west and dead-ending just past its intersection with Conejo Center Drive, approximately 0.7-mile northwest of the Site. At its closest, it is located 0.3-mile to the east of the Project Site. Due to intervening development and landscaping, views of the Project Site are not available from any point along Rancho Conejo Road.

Based on the above, the Project would not have the potential to damage scenic resources within a scenic highway, including a state scenic highway. Therefore, no impact would occur.

Mitigation Measures

None 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, would the project conflict with applicable zoning and other regulations governing scenic quality?**

Less than Significant Impact. For purposes of CEQA, an “urbanized area” is defined by PRC Section 21071 as an incorporated city with a population of at least 100,000 persons (or a population of at least 100,000 persons when combined with not more than two contiguous incorporated cities) or an unincorporated area completely surrounded by incorporated cities and with a total population of more than 100,000 persons. The Project Site is located in the City of Thousand Oaks, which has a population of approximately 126,384 in 2020.⁶ Therefore, the following analysis focuses on

⁴ California Department of Transportation, California State Scenic Highway System Map, <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacc>.

⁵ City of Thousand Oaks, General Plan, Scenic Highway Element, 1974.

⁶ California Department of Finance, source for SCAG’s 2021 Local Profiles Report Dataset, <https://scag.ca.gov/data-tools-local-profiles>.

whether the Project would conflict with applicable zoning and other regulations governing scenic quality.

Zoning

The Project Site is zoned M-1 (Industrial Park Zone) and is located within the boundaries of Specific Plan 15. Zoning regulations governing Industrial Park Zones are provided in Title 9, Chapter 4, Article 16 of the TOMC. The regulations outlined in Article 16 that relate to scenic quality and the Project's consistency with these regulations are presented in Table 4.1-1, Project Consistency with Regulations Governing Scenic Resources, below. In certain cases, regulations established in Article 16 are superseded by those established for Specific Plan 15. This is indicated in the table in *italics* and the Project's consistency with the applicable regulation of Specific Plan 15 is detailed.

Table 4.1-1, Project Consistency with Regulations Governing Scenic Resources

Regulation	Consistency
Sec. 9-4.1602. Permitted uses (M-1)	
The M-1 Zone allows warehouse buildings on sites located over 400 feet from existing residentially-zoned properties with a Development Permit.	Consistent with Development Permit. The Project Site is not located within 400 feet of any residentially-zoned property. Upon issuance of the Project's Development Permit, the Project would comply with the permitted uses for the M-1 Zone.
Sec. 9-4.1605. Development permits; Conditions and limitations (M-1)	
(a) Buildings and other structures shall not occupy more than fifty (50%) percent of the area for which the development permit is issued. The remaining area shall be used for open area, automobile parking, and circulation. The portion used for automobile parking and circulation shall be completely improved, surfaced, and marked for such purpose.	Consistent. The Project would have a building footprint of 116,384 square feet on a 289,046-square-foot lot, resulting in a coverage of 40 percent. The remaining area would consist of landscaping and parking, which would be improved, surfaced, and marked for such purpose.
(b) Whenever the parking and circulation area abuts property in an R zone, there shall be erected along the property line abutting the R Zone a solid fence or wall six (6') feet in height, or an evergreen hedge shall be planted and maintained at a height of six (6') feet.	Not applicable. The Project Site does not abut a residential zone.

Table 4.1-1, Project Consistency with Regulations Governing Scenic Resources

Regulation	Consistency
<p>(c) Structure heights within the M-1 zone shall be as set forth in Section 9-4.2501 of Article 25 of this chapter.</p> <p>Section 9-4.2501 of Article 25 allows a maximum height of 35 feet in the M-1 Zone.</p>	<p>Consistent with Height Waiver. The proposed warehouse would have a height of 37 feet to the top of the parapet and mechanical equipment. The Project's structure height would exceed the maximum 35-foot height limit; therefore, the Project includes a request for a height waiver to allow development of the 37-foot tall building.</p> <p>The intent of height limit restrictions is typically related to the protection of views, prevention of shadows, retain open vistas, or to avoid safety conflicts with airports. Although the Project would exceed the allowable 35-foot height limit established for the Site, as discussed in response to Checklist Question 4.1(a), the Project would not result in significant impacts to views of the Conejo Valley or from the Project area. The Project's proposed 37-foot structure height (i.e., to the top of the parapet and mechanical equipment) would not be visually discernable from a 35-foot building or from the surrounding development. The landscape buffers and trees that would be planted between the public rights-of-way along Lawrence Drive and Corporate Center Drive would also serve to reduce the perceived height of the structure and screens.</p> <p>The Project's additional height would also not result in a substantial increase in shadows and no scenic views or shadow-sensitive receptors, such as residential or park land uses, are available in the vicinity of the Site. In addition, as discussed in response to Checklist Question 4.9(e), the Project Site is not located within the safety zone of any airport.</p> <p>Because the Project would not impact views of or from the Project area, create shade/shadows on sensitive users, impede scenic vistas, or infringe on airport safety zones, the Project would be substantially consistent with the intent of height limitations. With approval of the requested height waiver, the Project would be consistent with the height limitation for the Site.</p>

Table 4.1-1, Project Consistency with Regulations Governing Scenic Resources

Regulation	Consistency
<p>(d) No structure shall be located less than one hundred (100') feet from the center line of any public road, street, or highway or less than within ten (10') feet of any boundary line of abutting R Zone property, except when the structure height exceeds twenty-five (25') feet, it shall be located not less than twenty (20') feet from any such boundary line.</p> <p><i>However, Specific Plan 15 states that “the provision of Section 9-4.1605(d) of the Thousand Oaks Municipal Code which requires a one hundred (100') foot setback from centerlines of adjacent streets shall not apply. Instead, all structures shall have a minimum setback of twenty (20') feet from the property line adjacent to a street.”</i></p>	<p>Consistent. Although Specific Plan 15 allows for a building to be setback 20 feet from the property line, the Project would be setback approximately 70 feet from the property line and in excess of 100 feet from the centerline of Lawrence Drive and Corporate Center Drive, complying with the more stringent requirement of Article 16.</p>
<p>(g) The open storage of materials and equipment shall be permitted only when incidental to the permitted use provided such storage area shall be approved and shown on the plot plan.</p>	<p>Consistent. The Project would not include the open storage of materials or equipment. Trash bins, including recycling, would be stored within an enclosure located at the southeast corner of the building, away from public view. Electrical equipment and fire flow pumps would be located inside the building.</p>
<p>(i) Trees, as approved by the Landscape Supervisor, shall be planted in the parkway area between the curbs and sidewalks.</p>	<p>Consistent. The Project is to be conditioned to make offsite improvements (i.e. curb, gutter, sidewalk, undergrounding utilities) and may require some landscape improvements adjacent to the Project Site. The Project’s landscape plans for on and offsite improvements would be submitted to the City for review and approval.</p>

Source: City of Thousand Oaks, Municipal Code, Title 9, Chapter 4, Article 1; and City of Thousand Oaks, Municipal Code, Appendix A: Rancho Conejo Industrial Park Specific Plan.

Other Regulations

The Project Site is subject to restrictions established in a Declaration of Covenants, Conditions and Restrictions, Grant of Easements and Maintenance Agreement (the “Declaration”). Section 2.05 of the Declaration limits signage to those that identify the name, business, or products of each business, or advertising the sale or lease of the lot provided that the size, design, color, style, illumination, and location of such signs are approved by and comply with the standards of the applicable approving agent or architectural committee.

In addition, the Project's signage is subject to the regulations contained within the TOMC (Title 9, Chapter 4, Article 23), which regulate and control the design quality of materials and the construction, illumination, location, and maintenance of all signs, sign structures, and billboards. Regulations specific to industrial sites establish requirements and limitations for the dimensions, types, design/style, clearance, height, and locations of signs.

Signage for a single-tenant building is processed through a ministerial process. The Project would be conditioned to submit a Uniform Sign Plan if multiple tenants are to occupy the building. While signage will be processed through a separate permit process, signage is reasonable and foreseeable as the Project sponsor has prepared a Signage Study consisting of a total of five onsite signs as follows: (a) one wall sign located above the main entrance to the office/mezzanine space facing Lawrence Drive that would identify the building tenant; (b) one monument sign located within the landscape border at the Site's north corner facing the intersection of Lawrence Drive and Corporate Center Drive that would identify the building tenant; and (c) three directional monument signs located within the landscape borders at each ingress/egress to the Site that would identify the tenant and directional indicators for the main entrance, shipping and receiving, and parking area. Based on the Project's Signage Study, proposed signage materials and color palette would be compatible with building architecture and would comply with the TOMC's requirements and limitations for industrial site signage. Consistency with signage regulations would be ensured through Design Review and Sign Permit processes required by Section 9-4.2309 and Section 9-4.2302, respectively. Design Review ensures that signage complies with the Architectural Design Standards for signage adopted by resolution of the City Council to assure conformity and harmony of the sign with the exterior design, size, colors, materials, and architectural features of the subject buildings.

Summary

As presented in Table 4.1-1, following approval of the requested height waiver and issuance of the Development Permit, the Project would be developed consistent with the permitted uses and development standards for proposed uses in the M-1 Zone. In addition, as required by the TOMC, Project signage would require approval consistent with the Sign Regulations found in Title 9, Chapter 4, Article 23 of the TOMC. Therefore, the Project would not conflict with regulations governing the scenic quality of the City and impacts would be less than significant.

Mitigation Measures

None 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?

Less than Significant Impact. The Project Site is located in a well-lit area of the City where there are moderate levels of ambient nighttime lighting, including street lighting, vehicle headlights, architectural and security lighting, and indoor building illumination (light emanating from

structures that passes through windows). The Project Site currently contains pole-mounted lights throughout the parking lot, and vehicle headlights also provide sources of lighting at the Site. The Project has prepared a photometric plan showing the location, quantity, type, and luminance of all fixtures proposed for the Project Site. According to the photometric plan, the Project would install pole-mounted security lights throughout the proposed parking areas, wall-mounted security lights along the perimeter of the proposed building, and internally-illuminated tenant and monument directional signage. All lighting consists of down-cast light-emitting diode (LED) fixtures with capabilities for precise determination of illuminated area. All exterior lighting associated with the Project, including internally-illuminated signs, would be required to comply with the City's lighting regulations established in TOMC Section 9-4.1109, Section 9.4.2405, and Section 9-4.2308 which regulate light spillage, exterior lighting placement, and direction, style, and luminosity. Accordingly, parking lot and exterior lights would be downward facing, shielded, and limited in brightness to prevent spillover onto adjacent properties while providing sufficient illumination to comply with the safety requirements of TOMC Section 8-1.19. In addition, the Project's photometric plan would be reviewed and approved by City as part of the Project's Building Permit submittal package. Furthermore, the landscape perimeter of the Project Site and surrounding properties would reduce light from vehicle headlights.

Existing sources of glare in the Project area include reflective surfaces of buildings, such as expanses of glass and metal, and car windshields. Project building materials include concrete, metal, and glass. All metal components, including canopies and flashing, and glass would be of non-reflective finishes. In addition, as with sources of light, perimeter landscaping would shield any glare originating from the Project Site from offsite viewers.

Based on the above, the Project would not create a new source of substantial light or glare. Furthermore, the surrounding vicinity consists of industrial and commercial uses and there are no residential or other sensitive users with views of the Site. As such, impacts would be less than significant.

Mitigation Measures

None required.

CUMULATIVE IMPACTS

Visual Character/Quality

The geographic scope for cumulative impacts to aesthetics and visual resources is limited to the Project viewshed. Due to intervening development, vegetation, mature trees, and terrain, the proposed Project would be largely screened from view. Thus, the Project viewshed primarily consists of immediately surrounding areas. Because the Project is not highly visible from public viewpoints or scenic vistas, would be constructed according to local policies regulating scenic quality, and is proposed for an area that currently contains similar development, it would not result in significant impacts to the visual environment. Although the proposed development intensity on the Project Site would be greater than

existing conditions, the Project would be considered infill development of a previously developed site. Proposed building design would be in conformance with the City's standards for development on M-1 zoned sites. Similarly, cumulative projects would be required to comply with the TOMC, General Plan, and other regulations governing scenic quality. The Project and cumulative projects would be subject to the City's architectural design review guidelines, which are intended to ensure that the scenic resources and identity of Thousand Oaks are retained and enhanced. Therefore, with adherence to design review guidelines and regulations governing scenic quality, the Project would not result in a cumulatively significant impact to aesthetics or scenic resources. Therefore, the proposed Project, in combination with the past, present, and reasonably foreseeable future projects, would result in less-than-significant cumulative impacts to aesthetics and visual resources.

Light/Glare

Build-out of cumulative development would contribute to the overall level of light and glare in the Project area. However, as with the Project, cumulative projects are distributed throughout an urbanized area with a high degree of existing nighttime illumination and additional glow from these projects is anticipated in the Thousand Oaks General Plan. Furthermore, all cumulative projects would be subject to the same requirements as the Project where exterior lighting and glare effects are possible, and this would be analyzed in a site-specific, separate environmental analysis for each project to determine impacts to light and glare and to mitigate them if they arise. As such, the Project's contribution to cumulative impacts related to light and glare would be cumulatively less than significant.



View 1: Looking south across the intersection of Lawrence Drive and Corporate Center Drive toward the north corner of the Project Site



View 2: Looking west across Corporate Center Drive toward the northeastern boundary of the Project Site



View 3: Looking east across Lawrence Drive toward the existing driveway located midway along the western boundary of the Project Site



View 4: Looking northeast across Lawrence Drive toward the existing driveway located at the southwestern corner of the Project Site

Source: GoogleEarth Pro, 2023



View 5: Looking southwest from the southwest corner of the Project Site toward industrial warehouse building across Lawrence Drive



View 6: Looking southwest from the north corner of the Project Site toward three commercial/industrial buildings and vacant fourth building across Lawrence Drive



View 7: Looking north from the north corner of the Project Site toward the Takeda Pharmaceuticals office building across the intersection of Lawrence Drive and Corporate Center Drive



View 8: Looking east from the north corner of the Project Site toward the Yesterday Once More warehouse building across Corporate Center Drive

Source: GoogleEarth Pro, 2023

4.2 Agriculture and Forest Resources

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	---	------------------------------	-----------

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

No Impact. The Project Site is designated Industrial in the Thousand Oaks General Plan⁷ and zoned M-1 (Industrial Park Zone) and Specific Plan 15 in the TOMC.⁸ According to the California Department of Conservation Farmland Mapping and Monitoring Program, the Project Site is designated as Urban and Built-Up land, and the Site is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program.⁹ Therefore, the Project would not convert farmland to nonagricultural uses, and no impact would occur.

Mitigation Measures

None required.

- b) **Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?**

No Impact. Within the City, agricultural uses are a permitted use within the Project Site's M-1 (Industrial Park Zone).¹⁰ However, the Project Site is currently developed with a paved, surface parking lot and is surrounded by properties zoned for and developed with industrial and commercial land uses. The Project Site's and vicinity's locations within the boundaries of Specific Plan 15 indicates a plan for their continued Industrial uses. In addition, the Site is not under a Williamson Act contract.¹¹ As such, the Project would not conflict with existing zoning for agricultural uses or a Williamson Act contract, and no impact would occur.

Mitigation Measures

None required.

- c) **Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

No Impact. The Project would develop an industrial warehouse building on a site that is zoned for industrial uses and is surrounded by sites zoned for and developed with industrial and commercial

⁷ City of Thousand Oaks, General Plan, Land Use and Circulation Elements, Adopted April 24, 2018.

⁸ City of Thousand Oaks, Municipal Code, Title 9, Chapter 4, Article 16.

⁹ California Department of Conservation, California Important Farmland Finder, <https://maps.conservation.ca.gov/DLRP/CIFF/>.

¹⁰ City of Thousand Oaks, Municipal Code, Title 9, Chapter 4, Article 21, Section 9-4.2105 Permitted Use Matrix – Non-Residential Zones.

¹¹ California Department of Conservation, California Williamson Act Enrollment Finder, <https://gis.conservation.ca.gov/portal/apps/webappviewer/index.html?id=180acf4745ff40a5a764c65a4a8278eb>.

uses. Neither the Project Site nor the surrounding area are zoned for forest land, timberland, or Timberland Production. Therefore, the Project would not conflict with existing zoning or cause the rezoning of such land uses and no impact would occur.

Mitigation Measures

None required.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project Site is currently developed with a paved parking lot and is surrounded by sites developed with industrial and commercial uses within the Specific Plan 15 area. No forest lands exist within the Project Site or vicinity; therefore, the Project would not result in the loss of forest land or conversion of forest land to non-forest uses. No impact would occur.

Mitigation Measures

None required.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As detailed in response to Checklist Questions 4.2(a) through 4.2(d), the Project would develop an industrial warehouse building consistent with the underlying land use and zoning designations of the Project Site. In addition, the Project Site is surrounded by other industrial and commercial development within the Specific Plan 15 area. No Farmland or forest land exists on the Project Site or within the surrounding vicinity. Therefore, the Project would not directly or indirectly convert Farmland to non-agricultural use or convert forest land to non-forest use. No impact would occur.

Mitigation Measures

None required.

CUMULATIVE IMPACTS

The scope for cumulative impacts to agricultural resources is limited to the Project Site and immediately adjacent areas. The Site and surrounding properties are designated Industrial in the Thousand Oaks General Plan and zoned M-1 (Industrial Park Zone) according to the TOMC. As indicated by their inclusion within the boundaries of Specific Plan 15, the Project Site and adjacent areas are planned for continual Industrial uses. No agricultural resources or forest lands exist within the Project Site or surrounding properties. As such, the proposed Project would not result in loss of agricultural resources or forest land or conversion of agricultural and forest land to non-agricultural or non-forest uses. No impacts to agricultural resources have been identified through the analysis; therefore, there would be no cumulative impacts.

4.3 Air Quality

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Project Site is located in the South Central Coast Air Basin (Air Basin), which covers Ventura, Santa Barbara, and San Luis Obispo Counties. The Ventura County Air Pollution Control District (VCAPCD) monitors and regulates the local air quality in Ventura County and manages the Air Quality Management Plan (AQMP). The analysis presented in this section is based upon information found in the Ventura County Air Quality Assessment Guidelines (Guidelines), adopted by the VCAPCD in 2003.

Air quality is affected by stationary sources (e.g., industrial uses and oil and gas operations) and mobile sources (e.g., motor vehicles). Air quality at a given location is a function of several factors, including the quantity and type of pollutants emitted locally and regionally and the dispersion rates of pollutants in the region. Primary factors affecting pollutant dispersion are wind speed and direction, atmospheric stability, temperature, the presence or absence of inversions, and topography. The Project Site is located in the southeastern portion of the Basin, which has moderate variability in temperatures, tempered by coastal processes. The air quality in the Basin is influenced by a wide range of emission sources, such as dense population centers, heavy vehicular traffic, industry, and weather.

Air Quality Standards and Attainment

The VCAPCD is required to monitor air pollutant levels to ensure National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are met. If the standards are met, the Basin is classified as being in "attainment." If the standards are not met, the Basin is classified as being in

“nonattainment,” and the VCAPCD is required to develop strategies to meet the standards. According to the California Air Resources Board (CARB) Area Designation Maps, the Project Site is located in a region identified as being in nonattainment for ozone (O₃) NAAQS and CAAQS and for particulate matter less than 10 microns in diameter (PM₁₀) CAAQS.¹² In December 2022, the VCAPCD adopted the 2022 Ventura County AQMP, which provides a strategy for the attainment of federal O₃ standards.¹³

San Joaquin Valley Fever (formally known as Coccidioidomycosis) is an infectious disease caused by the fungus *Coccidioides immitis*. Valley Fever is a disease of concern in the Basin. Infection is caused by inhalation of *Coccidioides immitis* spores that have become airborne when dry, dusty soil or dirt is disturbed by natural processes, such as wind or earthquakes, or by human-induced ground-disturbing activities, such as construction, farming, or other activities.¹⁴ A total of 7,252 and 8,030 new Valley fever cases were reported in California in 2020 and 2021, respectively; 266 cases and 181 cases were reported in Ventura County in 2020 and 2021, respectively.¹⁵

Air Pollutant Emission Thresholds

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 Basin. The Project would have a significant impact if operational emissions exceed 25 pounds per day of reactive organic compounds (ROC; also referred to as reactive organic gases [ROG], or VOCs) or 25 pounds per day of nitrogen oxides (NOx). The 25 pounds per day threshold for ROC and NOx is not intended to be applied to construction emissions since such emissions are temporary. Nevertheless, VCAPCD’s Guidelines state that construction-related emissions should be mitigated if estimates of ROC or NOx emissions from heavy-duty construction equipment exceed 25 pounds per day for either ROC or NOx.

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 which may endanger the comfort, repose, health, or safety of any such person, or which 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

¹² California Air Resources Board, *National Ambient Air Quality Standards, 2019*, <https://ww2.arb.ca.gov/resources/national-ambient-air-quality-standards> and *California Ambient Air Quality Standards, 2019*, <https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards>.

¹³ Ventura County Air Pollution Control District, *Ventura County Air Quality Management Plan*, <http://www.vcapcd.org/AQMP-2022.htm>, 2022.

¹⁴ Ventura County Air Pollution Control District, *Ventura County Air Quality Assessment Guidelines, 2003*, <http://www.vcapcd.org/pubs/Planning/VCAQGuidelines.pdf>.

¹⁵ California Department of Public Health, *Epidemiologic Summary of Valley Fever (Coccidioidomycosis) In California – 2020–2021*, <https://www.cdph.ca.gov/Programs/CID/DCDC/CDPH%20Document%20Library/CocciEpiSummary2020-2021.pdf>. Additional yearly summaries and provisional monthly reports available at: <https://www.cdph.ca.gov/Programs/CID/DCDC/Pages/ValleyFeverDataPublications.aspx>.

the site prior to commencement of ground-disturbing activities, covering all truck loads, and limiting on-site vehicle speeds.

Watering, the most common and generally least expensive method, provides only temporary dust control. Watering also usually requires the use of diesel-powered watering trucks or pumps. The effectiveness of water for fugitive dust control depends greatly on the prevailing weather conditions and frequency of application. Chemical dust control agents provide longer dust suppression, but are not effective in reducing the large portion of construction dust emissions caused by grading, excavation, and cut-and-fill operations. Dust control agents for soil stabilization are useful primarily for application on completed cuts, fills, and unpaved roadways. Fugitive dust emissions from inactive portions of a construction site can be reduced up to 80 percent with chemical stabilizers. Chemical stabilizers, however, may be costly and should be limited to environmentally-safe materials to avoid adverse effects on plant and animal life.

Scheduling activities during periods of low wind speed will also reduce fugitive dust emissions. Low wind speeds typically occur during morning hours. Highest wind speeds are observed during Santa Ana wind conditions, which commonly occur between October and February with December having the highest frequency of events. Additionally, vehicle speed control can reduce fugitive dust emissions from unpaved roads and areas at construction sites by up to 60 percent, assuming compliance with a 15 miles per hour (mph) on-site speed limit.

Applicable Ventura County Air Pollution Control District Rules and Regulations

VCAPCD implements rules and regulations for emissions that may be generated by various uses and activities. The rules and regulations detail pollution-reduction measures that must be implemented during construction and operation of projects. Rules and regulations relevant to the Project include those listed below.

Rule 50 (Opacity)

This rule sets opacity standards on the discharge from sources of air contaminants. This rule would apply during construction of the Project.

Rule 51 (Nuisance)

This rule prohibits any person from discharging air contaminants or any other material from a source that would cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public or which endangers the comfort, health, safety, or repose to any considerable number of persons or the public. The rule would apply during construction and operational activities.

Rule 55 (Fugitive Dust)

This rule requires fugitive dust generators, including construction and demolition projects, to implement control measures limiting the amount of dust from vehicle track-out, earth moving, bulk material handling, and truck hauling activities. The rule would apply during construction and operational activities.

Rule 55.1 (Paved Roads and Public Unpaved Roads)

This rule requires fugitive dust generators to begin the removal of visible roadway accumulation within 72 hours of any written notification from the VCAPCD. The use of blowers is expressly prohibited under any circumstances. This rule also requires controls to limit the amount of dust from any construction activity or any earthmoving activity on a public unpaved road. This rule would apply throughout all construction activities.

Rule 55.2 (Street Sweeping Equipment)

This rule requires the use of PM₁₀ efficient street sweepers for routine street sweeping and for removing vehicle track-out pursuant to Rule 55. This rule would apply during all construction and operational activities.

Rule 74.2 (Architectural Coatings)

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

Rule 74.4 (Cutback Asphalt)

This rule sets limits on the type of application and VOC content of cutback and emulsified asphalt. The Project would be required to comply with the type of application and VOC content standards set forth in this rule.

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.¹⁶

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

¹⁶ *Ventura County Air Pollution Control District, Ventura County Air Quality Assessment Guidelines, <http://www.vcapcd.org/pubs/Planning/VCAQGuidelines.pdf>, 2003.*

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 O₃ standard.¹⁷

The AQMP relies primarily on the land use and population projections provided by the Southern California Association of Governments (SCAG) and the CARB on-road emissions forecast as a basis for vehicle emission forecasting. The Project Site currently has a General Plan land use designation of "Industrial," a zoning designation of "Industrial Park" (M-1), and is located within the Rancho Conejo Industrial Park Specific Plan (Specific Plan 15) area. The 2022 AQMP relies upon growth projections within SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal).¹⁸ The Project would develop an industrial warehouse building on the Project Site, which would result in direct employment growth, as well as potential indirect population growth should employees of the Project relocate from outside of the City. The Applicant has stated that approximately 360 employees would be employed by the Project. As detailed in response to Checklist Question 4.14(a), this direct increase in employment at the Project Site would not be a substantial increase in the City, representing 0.5 percent of the existing (2016) employment and 3.6 percent of the projected employment growth over the planning period. In addition, the Project and cumulative projects combined would remain consistent with the growth projections. Furthermore, as detailed in response to Checklist Question 4.11(b), the Project would be required to implement the development standards established in TOMC Section 9-4.4003, which contain required transportation demand and trip reduction standards and measures based on tiers of employment that are designed to reduce single-passenger vehicle trips and, as a result, transportation-related pollutant emissions. Through consistency with growth projections and implementation of required trip reduction measures, the Project would not conflict with or obstruct implementation of the AQMP and impacts would be less than significant.

Mitigation Measures

None 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?**

Less than Significant Impact with Mitigation Incorporated. 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 relevant in the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality.

¹⁷ *Ventura County Air Pollution Control District, 2022 Ventura County Air Quality Management Plan, December 13, 2022.*

¹⁸ *Southern California Association of Governments, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments, adopted on September 3, 2020.*

Construction Emissions

Fugitive Dust

Fugitive dust is typically a major concern during demolition, site preparation and rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called “fugitive emissions.” Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). Control techniques for fugitive dust generally involve watering, chemical dust control agents for soil stabilization, scheduling of activities, and vehicle speed control. The VCAPCD recommends minimizing fugitive dust, especially during grading and excavation operations, rather than quantifying fugitive dust emissions. The Project would be required to comply with VCAPCD Rule 55 (Fugitive Dust). Consistent with Rule 55, during clearing, grading, earth moving, or excavation operations, excessive fugitive dust emissions shall be controlled by regular watering, paving construction roads, or other dust preventive measures using the following procedures:

- All material excavated or graded will be sufficiently watered to prevent excessive amounts of dust. Watering will occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day, so that water penetrates sufficiently to minimize fugitive dust during grading activities. Reclaimed water will be used if available.
- All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved roadways on-site, will be treated to prevent fugitive dust. Measures may include watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate.
- Graded and/or excavated inactive areas of the construction site will be monitored at least weekly for dust stabilization. If a portion of the site is inactive for over four days, soil on-site should be stabilized.
- Signs will be posted limiting on-site traffic to 15 miles per hour.
- All clearing, grading, earth moving, or excavation activities will cease during periods of high winds (i.e., greater than 20 miles per hour averaged over one hour) so as to prevent excessive amounts of dust.
- All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust pursuant to California Vehicle Code Section 23114.
- The area disturbed by clearing, grading, earth moving, or excavation operations will be minimized so as to prevent excessive amounts of dust.

Compliance with Rule 55 would prevent significant impacts from fugitive dust.

Pollutant Emissions

Emissions from the construction phase of the proposed Project were estimated using the California Air Pollution Control Officers Association (CAPCOA)'s California Emissions Estimator

Model (CalEEMod) Version 2022.1.1.6 which is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions from a variety of land use projects. CalEEMod was developed in collaboration with the air districts of California. Regional data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California air districts to account for local requirements and conditions. The model is considered to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California.

The construction-related regional air quality impacts have been analyzed for both criteria pollutants and GHGs. Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The input values used in this analysis were adjusted to be project-specific for the construction schedule and the equipment used was based on CalEEMod defaults. The CalEEMod program uses CARB's On-Road Emission Factor Model (EMFAC2021) computer program to calculate the emission rates specific for Ventura County for construction-related employee vehicle trips and the OFFROAD2017 computer program to calculate emission rates for heavy truck operations. EMFAC2021 and OFFROAD2021 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. Daily truck trips and CalEEMod default trip length data were used to assess roadway emissions from truck exhaust. The maximum daily emissions are estimated values for the worst-case day and do not represent the emissions that would occur for every day of project construction.

Construction activities associated with the Project would result in emissions of ROCs, NO_x, sulfur oxides (Sox), carbon monoxide (CO), PM₁₀, and particulate matter less than 2.5 microns in diameter (PM_{2.5}). Construction related emissions are expected from the following construction phases: (1) demolition, (2) grading, (3) building construction, (4) paving, and (5) application of architectural coatings. Construction activities are expected to start no sooner than the July 2023 and take approximately 7 months to complete. Occupancy is anticipated in late 2024. The construction schedule utilized in the analysis represents a "worst-case" analysis scenario even if construction was to occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.¹⁹ The construction activities for the Project are anticipated to include: demolition of the existing parking lot (export of 19,250 tons of debris), grading, building construction of an approximately 120,348-square-foot, tilt-up warehouse, paving of a 191-space parking lot, and application of architectural coatings. The irrigated landscape area would be 35,615 square feet, the Site is 6.64 acres, and there would be 6,000 cubic yards of material

¹⁹ As shown in the "Off-Road Equipment Emission Factors" input screen of CalEEMod Version 2022.1.1.6, as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.

exported, 15.7 miles each way, during grading. Details pertaining to the project's construction timing and the type of equipment modeled for each construction phase are available in the CalEEMod Modeling Outputs in Appendix A of this IS/MND.

The estimated maximum daily construction emissions are summarized in Table 4.3-1, Construction-Related Pollutant Emissions – Unmitigated. The VCAPCD Thresholds for ROG and NOx do not apply to construction emissions, however they have been included in Table 4.3-1 for informational purposes only. Detailed construction model outputs are presented in Appendix A to this IS/MND.

Table 4.3-1, Construction-Related Pollutant Emissions – Unmitigated

Activity	Pollutant Emissions (pound/day)					
	ROG	NOx	CO	SO ₂	PM ₁₀ ¹	PM _{2.5} ¹
Maximum Daily Emissions ^{2,3}	18.1	44.6	30.0	0.11	15.5	3.78
VCAPCD Thresholds	25	25	--	--	--	--
Exceeds Threshold?	No	Yes	No	No	No	No

-- = no threshold exists

1 Grading/excavation PM10 and PM2.5 emissions include compliance with VCAPCD Rule 55.

2 Includes both on-site and off-site emissions. On-site emissions from equipment operated on-site that is not operated on public roads.

3 Building Construction and Architectural Coatings phases may overlap.

Source: CalEEMod Version 2022.1.1.6 outputs for the Project (see Appendix A of this IS/MND).

As shown in Table 4.3-1, ROG emissions resulting from construction of the Project would not exceed VCAPCD's daily threshold; however, NOx emissions would exceed the VCAPCD's daily threshold. Per VCAPCD's Guidelines, construction-related impacts would not be significant, but mitigation to reduce NOx emissions is recommended. Mitigation measure AQ-1 has been included and requires the use of equipment during demolition and grading that meets Tier 4 Final standards. As shown in Table 4.3-2, Construction-Related Pollutant Emissions – Mitigated, following implementation of mitigation measure AQ-1, all pollutant emissions resulting from construction of the Project would be below VCAPCD's daily thresholds.

Table 4.3-2, Construction-Related Pollutant Emissions – Mitigated

Activity	Pollutant Emissions (pound/day)					
	ROG	NOx	CO	SO ₂	PM ₁₀ ¹	PM _{2.5} ¹
Maximum Daily Emissions ^{2,3}	18.1	22.0	30.0	0.11	14.4	2.73
VCAPCD Thresholds	25	25	--	--	--	--
Exceeds Threshold?	No	No	No	No	No	No

-- = no threshold exists

1 Grading/excavation PM10 and PM2.5 emissions include compliance with VCAPCD Rule 55.

2 Includes both on-site and off-site emissions. On-site emissions from equipment operated on-site that is not operated on public roads.

3 Building Construction and Architectural Coatings phases may overlap.

Source: CalEEMod Version 2022.1.1.6 outputs for the Project (see Appendix A of this IS/MND).

Operational Emissions

CalEEMod was also used to calculate emissions associated with operation of the Project. Operational activities associated with the Project would result in emissions of VOCs, NO_x, SO_x, CO, PM₁₀, and PM_{2.5}. Operational emissions would be expected from the following primary sources:

- Area Source Emissions
- Energy Source Emissions
- Mobile Source Emissions

Area Source Emissions

Architectural Coatings

Over a period of time the buildings that are part of this Project will be subject to emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of Project maintenance. VCAPCD's Rule 74.2 (Architectural Coatings) limits paints applied to buildings to 50 g/L VOC content.

Consumer Products

Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants.

Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. The Project is planning to use all electric landscape maintenance equipment.

Energy Source Emissions

Combustion Emissions Associated with Natural Gas and Electricity

Energy usage includes emissions from the generation of electricity and natural gas used on-site. However, the Project would not use any natural gas; therefore, to account for the potential increase in electricity use due to no use of natural gas for heating etc., the CalEEMod default electricity consumption amount was increased by ten percent. See the CalEEMod Output in Appendix A of this IS/MND for details.

Mobile Source Emissions

Vehicles

Project mobile source air quality impacts are dependent on both overall daily vehicle trip generation and the effect of the Project on peak hour traffic volumes and traffic operations in the vicinity of the Project. The Project-related operational air quality impacts are derived primarily from vehicle trips generated by the Project. The Traffic Impact/Trip Generation Analysis stated that the Project would generate 22 trips during the p.m. Peak hour for ITE land use 150 warehouse. As CalEEMod uses daily trip generation rates to calculate mobile source emissions, the trip generation rate of 1.71 trips per thousand square feet (TSF) for ITE land use 150, unrefrigerated warehouse – no rail, was used. Per the 11th Edition of the ITE Trip Generation Manual, a truck trip generation rate of 0.6 trips/TSF is included in the overall trip generation rate. Using the truck trip generation rate of 0.6 trips/TSF, the Project is anticipated to generate 72 truck trips per day. Using the vehicle mix data from the 2003 City of Fontana Truck Trip Generation Study, the vehicle mix would be 65 percent autos and 35 percent trucks. Of the 72 total trucks, 16.95 percent (12) would be 2-axle trucks, 22.71 percent (16) would be 3-axle trucks, and 60.34 percent (44) would be 4+-axle trucks. The fleet mix in CalEEMod was adjusted to reflect the vehicle mix described above. As detailed in response to Checklist Question 4.11(b), the Project would be required to implement the development standards established in TOMC Section 9-4.4003, which contain required transportation demand and trip reduction standards and measures based on tiers of employment that are designed to reduce single-passenger vehicle trips and, as a result, transportation-related pollutant emissions. Specific standards included in the CalEEMod assumptions for the Project include the provision of electric vehicle chargers and bicycle parking.

Fugitive Dust Related to Vehicular Travel

Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust inclusive of tire wear particulates.

Operational Emissions Summary

The potential operations-related air emissions have been analyzed below for the criteria pollutants and cumulative impacts. The worst-case summer or winter criteria pollutant emissions created from the Project's long-term operations have been calculated and are shown below in Table 4.3-3, Operational Pollutant Emissions. As shown in Table 4.3-3, emissions from operation of the Project would not exceed any VCAPCD threshold.

Table 4.3-3, Operational Pollutant Emissions

Activity	Pollutant Emissions (pound/day)					
	ROG	NOx	CO	SO ₂	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	4.30	4.50	12.7	0.04	0.97	0.24
VCAPCD Thresholds	25	25	--	--	--	--
Exceeds Threshold?	No	No	No	No	No	No

-- = no threshold exists

Source: CalEEMod Version 2022.1.1.8 output for the Project (see Appendix A of this IS/MND). The higher of either Summer or Winter is presented in this table.

Conclusion

As noted previously, the South-Central Coast Air Basin has been designated as a state and national nonattainment area for O₃ and PM₁₀. Construction and operation of the Project would generate ROG and NOx emissions (which are precursors to O₃) together with emissions of PM₁₀ and PM_{2.5}. As indicated in Table 4.3-1 above, Project-generated construction emissions would exceed the VCAPCD emission-based significance thresholds for NOx. However, as shown in Table 4.3-2 above), with implementation of mitigation measure AQ-1, Project-generated emissions of NOx during construction would be below the VCAPCD significance thresholds. As indicated in Table 4.3-3 above, Project-generated operational emissions would be below the VCAPCD emission-based significance thresholds for all criteria air pollutants. Additionally, as detailed in Checklist Section 4.17, Transportation, of this IS/MND, recommendation measure RM-TR includes strategies and measures to further strengthen the transportation demand and trip reduction standards and measures requirements of TOMC Section 9-4.4003. Although emissions would be below the applicable significance threshold and RM-TR is not required of the Project, should the City's Planning Commission choose to include RM-TR as a condition of approval for the Project, transportation-related operational emissions would be further reduced.

Based on the results above, the Project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants during either construction or operation, and impacts would be less than significant following incorporation of AQ-1.

Mitigation Measures

AQ-1 Tier 4 Construction Equipment. During the demolition and grading phases only, heavy-duty diesel-powered construction equipment used shall be equipped with Tier 4 Final or better diesel engines. The City of Thousand Oaks shall verify and approve any pieces of equipment to be used during demolition and grading that would not meet Tier 4 Final standards per the VCAPCD Guidelines. Equipment engines must be maintained in good condition and in proper tune as per manufacturer's specifications.

An exemption from these requirements may be granted by the City in the event that the applicant documents that equipment with the required tier is not reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other

construction equipment. Before an exemption may be considered by the City, the applicant shall be required to demonstrate that two construction fleet owners/operators in Ventura County were contacted and that those owners/operators confirmed Tier 4 Final equipment could not be located within Ventura County. Further, if an exemption is granted by the City, the applicant shall use a minimum of Tier 3 equipment with a CARB-certified Level 3 diesel particulate filter in place of the Tier 4 Final equipment.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact.

Health Impacts of Toxic Air Contaminants

Construction

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 toxic air contaminant (TAC). 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.

There are existing residences located west of Marion Street, approximately 1,060 feet west of the Project Site; Conejo Adventist Preschool and Elementary school is located at least 2,000 feet to the west; the Newberry Park Adventist Academy is located over 1,900 feet to the southwest of the Project Site; and multi-family residential uses are located east of Rancho Conejo Road, over 1,500 feet to the northeast of the Project Site.

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.

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.

Project construction would result in emissions of diesel particulate matter from heavy construction equipment and trucks accessing the site. Diesel particulate matter is characterized as a TAC by the State of California. The Office of Environmental Health Hazard Assessment has

identified carcinogenic and chronic noncarcinogenic effects from long-term exposure but has not identified health effects due to short-term exposure to diesel exhaust. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period for the maximally exposed individual resident; however, such assessments should be limited to the period/duration of activities associated with the Project. Construction would take place over a 7-month period and thus would represent a small fraction of the recommended exposure duration. Due to this relatively short period of exposure and minimal particulate emissions on site, TACs generated during construction would not be expected to result in concentrations causing significant health risks. Furthermore, the Project would use Tier 4 construction equipment as part of mitigation measure AQ-1, which would further limit emissions of diesel particulate matter from construction equipment on site.

Operation

The CAPCOA has developed TAC health risk assessment guidelines to provide consistent, statewide procedures for preparing the health risk assessments required under the Air Toxics “Hot Spots” Act. The title of these guidelines is CAPCOA Air Toxics “Hot Spots” Program Revised 1992 Risk Assessment Guidelines. The District recommends that lead agencies conduct TAC risk assessments in accordance with the CAPCOA Risk Assessment Guidelines, as supplemented by the District’s supplemental guidelines. According to VCAPCD and CAPCOA guidelines, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30-year lifetime will contract cancer, based on the use of standard risk-assessment methodology.

Based on the proposed warehouse and parking lot uses and all-electric building, it is not expected that operation of the proposed Project would result in any non-permitted direct emissions (e.g., those from a point source such as diesel generators).

The most recent Health Risk Assessment for Proposed Land Use Projects prepared by CAPCOA (July 2009) recommends avoiding siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). A summary of the basis for the distance recommendations can be found in the CARB Handbook: *Air Quality and Land Use Handbook: A Community Health Perspective*.

The proposed Project would not result in substantial diesel vehicle trips (i.e., delivery trucks). As stated previously, using the 11th Edition ITE Trip Generation Manual (2021) data, the Project would generate approximately 72 truck trips per day. Therefore, as the daily truck trips would not exceed 100, and the closest sensitive receptors to the Project Site are located over 1,000 feet from the Project Site, the Project would not result in exposure of sensitive receptors in the vicinity

of the Project Site to substantial TAC concentrations due to either construction or operation, and impacts would be less than significant.

Health Impacts of Carbon Monoxide

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 (VMT) within the local airshed and the Basin. 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 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 Basin is steadily decreasing.

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

- 1) The project would generate indirect CO emissions are greater than the applicable ozone project significance thresholds (i.e., 25 pounds per day); and
- 2) The project would generate traffic that would significantly impact congestion levels at roadway intersections currently operating at, or that are expected to operate at, LOS [level of service] E or F.

As shown in Table 4.3-3, operation of the Project would not exceed the VCAPCD threshold of 25 pounds per day for O₃ precursors (ROCs or NO_x). The VCAPCD has not established a daily significance threshold for CO emissions. As discussed in Section 4.17, Transportation, the Project would generate 22 trips during the p.m. peak hour. As such, the Project does not meet the requirement for a Traffic Impact Analysis established in the City's VMT Policies. Therefore, 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. Furthermore, as detailed in Checklist Section 4.17, Transportation, of this IS/MND, recommendation measure RM-TR includes strategies and measures to further strengthen the transportation demand and trip reduction standards and measures requirements of TOMC Section 9-4.4003. Although RM-TR is not required of the Project, should the City's Planning Commission choose to include RM-TR as a condition of approval for the Project, transportation-related operational emissions would be further reduced. Therefore, the Project would not expose sensitive receptors to substantial CO concentrations and impacts would be less than significant.

Valley Fever

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 upon the grounds of a former parking lot, which is not a source of Valley Fever spores. Impacts would be less than significant.

Mitigation Measures

None required.

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

Less than Significant Impact. 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

During Project 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

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.²⁰ Further, warehouses generally do not cause odor nuisances to nearby land uses. The Project would not create new sources of odor during operation.

Therefore, Project operations would result in an odor impact that is less than significant.

Mitigation Measures

None required.

²⁰ *Ventura County Air Pollution Control District, Ventura County Air Quality Assessment Guidelines, <http://www.vcapcd.org/pubs/Planning/VCAQGuidelines.pdf>, 2003.*

CUMULATIVE IMPACTS

Air pollution from the proposed project may combine with other cumulative projects (past, present, and reasonably foreseeable future) to violate criteria pollutant standards if the existing background sources cause nonattainment conditions. Air districts manage attainment of the criteria pollutant standards by adopting rules, regulations, and attainment plans, which comprise a multifaceted programmatic approach to such attainment.

Air pollution is largely a cumulative impact, and the VCAPCD has provided guidance on cumulative impact analysis. According to the VCAPCD, the Project would have a considerable cumulative impact if it's inconsistent with the AQMP's growth forecast and jeopardizes the attainment status of the federal standards. As discussed in response to Checklist Question 4.3(a), the Project would accommodate regional growth consistent with the AQMP's growth forecast and would be required to implement the transportation demand and trip reduction standards and measures established in TOMC Section 9-4.4003. As detailed in response to Checklist Question 3(b), the Project's daily emissions would not exceed VCAPCD's regional thresholds during operation nor during construction (following implementation of mitigation measure AQ-1). In addition, as discussed in response to Checklist Question 3(c), the Project would not generate TACs in concentrations causing significant health risks or create a CO hotspot. The proposed warehouse and surface parking land uses are also not typically associated with substantial odors. Furthermore, although the Project's transportation-related emissions would be below the applicable significance threshold for criteria pollutants and would not create a CO hotspot, should the City's Planning Commission choose to include recommendation measure RM-TR (see Checklist Section 4.17, Transportation) as a condition of approval for the Project, transportation-related operational emissions would be further reduced. As such, the Project's contribution to cumulative air quality impacts would not be cumulatively significant, and cumulative impacts would be less than significant.

4.4 Biological Resources

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following analysis of impacts to biological resources that could potentially occur as a result of construction or operation of the Project is based, in part, on the Project's Biological Resources Review (Biological Review) prepared by Biological Assessment Services, in January 2023, and Oak Tree Report prepared by MJN Landscape Design Studio, in October 2022 and updated in April 2023. The Biological Review²¹ and Oak Tree Report²² are included as Appendix B and Appendix C to this IS/MND and their findings, conclusions, and recommendations are incorporated by reference herein. Both the Biological Review and Oak Tree Report included surveys of the Project Site in order to generally characterize the biological character of the Site, to determine if any sensitive resources, resources protected or administered by regulatory agencies, or protected trees were present.

Vegetation

The vegetation present at the Project Site is characterized by remnants of the original landscaping, supplemented by volunteers from surrounding landscaped areas and scattered ruderal (weedy) species limited to the perimeter of the parking lot and islands within it. During the floristic survey conducted as part of the Biological Review, two native vegetation species were observed at the Site: coyote brush (*Baccharis pilularis*) and two-colored cudweed (*Pseudognaphalium biolettii*); and 27 non-native species, as shown in Appendix B. As shown in Appendix C, specific tree species identified by the Oak Tree Report include Eucalyptus, Koelreuteria, Pinus, Lagerstroemia, Pistacia, Coast Live Oak, and Holly Oak.

Protected Trees

The survey of the Site conducted as part of preparation of the Oak Tree Report identified two volunteer Oak species (Oak Trees #134 and #135) located within the landscape border along the Project Site's western boundary along Lawrence Drive and one volunteer Oak species (Oak tree #136) within the slope of the drainage area along the Site's eastern boundary. Oak Tree #134 is a very healthy (Grade B in health and aesthetics), 20-foot-high Coast Live Oak (*Quercus agrifolia*) with a 3-inch diameter at breast height, and a 9-foot canopy diameter. Oak Tree #135 is a severely-pruned and poorly-maintained (Grade D in health and aesthetics) Holly Oak (*Quercus ilex*) with two small trunks of 1-inch diameter surrounded by shrubs and groundcover. Oak Tree #136 is a small, 3-inch-diameter Coast Live Oak (*Quercus agrifolia*).

Wildlife

The survey conducted for the Biological Review resulted in few wildlife observations. Birds were the only wildlife directly observed and included both common suburban species and migrating or winter resident species. Species observed were Allan's hummingbird, Audubon's warbler, American crow, common raven, northern mockingbird, lesser goldfinch, dark-eyed junco, white-throated nuthatch, and the invasive Eurasian collard dove. In addition, there were several inactive bird nests noted in the trees and shrubs onsite. No reptiles or amphibians were noted at the time of the survey; however, the western fence lizard may occur there. Furthermore, any mammal species found in the suburban areas of southern California, including numerous rodent species, raccoon (*Procyon lotor*), striped skunk (*Mephitis mephitis*), Virginia

²¹ Biological Assessment Services, *Biological Resources Review for the property at 1300 Lawrence Drive, Thousand Oaks, CA 91320, January 6, 2023.*

²² MJN Landscape Design Studio, *Oak Tree Letter/Report for 1300 Lawrence Dr., Thousand Oaks, Ca, April 18, 2023.*

opossum (*Didelphis virginiana*), and eastern fox squirrel (*Sciurus niger*), may utilize or traverse the Site on occasion.

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 Wildlife or U.S. Fish and Wildlife Service?

Less than Significant Impact with Mitigation Incorporated. There are 109 species and habitats reported in the nine-quad area surrounding the Project Site that are protected pursuant to federal and/or state endangered species laws, or have been designated as Species of Concern by the United States Fish and Wildlife Service (USFWS) or Species of Special Concern by the California Department of Fish and Wildlife (CDFW). In addition, Section 15380(b) of the CEQA Guidelines provides a definition of rare, endangered, or threatened species that are not included in any listing. Species recognized under these terms are collectively referred to as “special-status species.” For purposes of this analysis, special-status species include:

- Plant and wildlife species listed as rare, threatened, or endangered under the Federal or State Endangered Species Acts;
- Species that are candidates for listing under either federal or state law;
- Species designated by the USFWS as Proposed or Candidates for listing and/or species designated as Species of Special Concern by CDFW;
- Species protected by the Federal Migratory Bird Treaty Act (16 U.S.C. 703-711);
- Bald and golden eagles protected by the Federal Bald Eagle Protection Act (16 U.S.C. 668); and
- Species such as candidate species that may be considered rare or endangered pursuant to Section 15380(b) of the CEQA Guidelines.

The survey conducted as part of the Biological Review revealed that the property is practically devoid of vegetation and what is present consists of non-native landscape and common weedy species limited to the perimeter of, and islands within, the parking lot. The Biological Review concluded that it is highly unlikely that any of the species or habitats reported as occurring in the surrounding area would reside on the Project Site.²³

While common birds are not designated as special status species, destruction of their eggs, nests, and nestling is prohibited by federal and state law. The vegetation present on the Project Site provides potential nesting habitat for common resident birds and as described in the setting above, several inactive bird nests noted in the trees and shrubs onsite during the survey conducted as part of the Biological Review. Because of the disturbed nature of the site and the limited areas of natural habitat, only common species are expected to nest at the Project Site. Nesting birds are protected under Sections 3503, 3503.5, and 3513 of the California Fish and

²³ *Biological Assessment Services, Biological Resources Review for the property at 1300 Lawrence Drive, Thousand Oaks, CA 91320, January 6, 2023, page 3.*

Game Code and under the Migratory Bird Treaty Act (MBTA). Construction activities have the potential to harm protected birds either through direct contact with birds or their eggs, or through elevated noise levels in the surrounding area. Construction activities may negatively affect breeding or reproduction of birds on or adjacent to the Project Site and therefore, the Project has the potential to result in significant impacts to nesting birds and mitigation measure BIO-1 would be required. Mitigation measure BIO-1 requires pre-construction surveys for evidence of nesting birds and the establishment of avoidance buffers should nests be identified. With implementation of mitigation measure BIO-1, the Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. Therefore, impacts would be less than significant with mitigation incorporated.

Mitigation Measures

BIO-1 Pre-Construction Nesting Bird Surveys. Project-related activities shall occur outside of the bird breeding season (February 1 to September 15) to the extent practicable. If construction must occur within the bird breeding season, then no more than seven days prior to initiation of ground disturbance and/or vegetation removal, a nesting bird pre-construction survey shall be conducted by a qualified biologist within the disturbance footprint plus a 300-foot buffer, where feasible. If the Project is phased or construction activities stop for more than two weeks, a subsequent pre-construction nesting bird survey shall be conducted by a qualified biologist and completed prior to each phase of construction and submitted to the City of Thousand Oaks within 48 hours of each survey.

Pre-construction nesting bird surveys shall be conducted during the time of day when birds are active and shall factor in sufficient time to perform this survey adequately and completely. A report of the nesting bird survey results, if applicable, shall be submitted to the City of Thousand Oaks for review and approval prior to ground and/or vegetation disturbance activities.

If nests are found, their locations shall be flagged to facilitate avoidance. An appropriate avoidance buffer of 100 feet for non-special status species, 200 feet for special status passerine species, and 300 feet for raptor species (this distance may be greater depending on the bird species and construction activity, as determined by the qualified biologist), shall be demarcated by a qualified biologist with bright orange construction fencing or other suitable flagging. Active nests shall be monitored at a minimum of once per week until it has been determined that the nest is no longer being used by either the young or adults. No construction or ground disturbance shall occur within this buffer until the qualified biologist confirms that the breeding/nesting is completed, and all the young have fledged. If Project activities must occur within the buffer, they shall be conducted at the discretion of the qualified biologist. If no nesting birds are observed during pre-construction surveys, no further actions would be necessary.

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 Wildlife or US Fish and Wildlife Service?

No Impact. The Project Site is highly developed, containing primarily remnants of the original landscaping, supplemented by volunteers from surrounding landscaped areas and scattered ruderal (weedy) species, with no riparian habitat or sensitive natural communities. Three volunteer Oak species (one Holly Oak [*Quercus illex*] and two Coast Live Oak [*Quercus agrifolia*]) are located within the landscape borders along the Project Site's eastern and western boundaries.²⁴ Additionally, scattered Coast Live Oaks and narrow-leaved willows (*Salix exigua*) are located in an offsite landscaped area along the eastern border within the drainage area of a concrete-lined channel running northeasterly into a parkway drain within Corporate Center Drive.²⁵ However, no Oak-related sensitive natural communities, such as Oak Woodlands or Oak Savanna, were identified in the site surveys and due to the spacing between the trees and the highly developed nature of the Project Site and surroundings, they do not qualify as Oak Woodland or Oak Savanna as described by the City's General Plan Conservation Element, which states the following:

Southern Oak Woodland/Oak Savanna: Southern oak woodlands and savannas primarily occur in gently rolling foothills and valleys. Valley oaks usually form a savanna comprised of large wide-spaced trees separated by extensive grasslands. This plan community is present within the Planning Area but in its undisturbed form is limited to small geographic areas. While the City's Oak Tree Ordinance has enabled many of the individual historic oaks to be protected as development took place, the only remaining examples of southern oak woodlands and savannas with their associated plants are within public open space. Southern oak woodlands and savannas support a wide variety of bird and animal species wherever they occur.

Accordingly, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS and no impact would occur.

Mitigation Measures

None required.

²⁴ MJN Landscape Design Studio, Oak Tree Letter/Report for 1300 Lawrence Dr., Thousand Oaks, Ca, April 18, 2023.

²⁵ Ware Malcomb, Stormwater Compliance Study for Parcel Map: 4013, August 18, 2022.

- 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?**

No Impact. No evidence of state or federally protected waters or wetlands exist or were mapped on or immediately adjacent to the Project Site according to the USFWS's, National Wetland Inventory's Wetland Mapper,²⁶ nor were any observed during the field survey conducted as part of the Biological Review. Therefore, the Project would have no impact to state or federally protected waters or wetlands and no impact would occur.

Mitigation Measures

None required.

- 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?**

Less than Significant Impact. The Project Site is located in a developed urban area and surrounded by urbanized uses in each direction, including roads and industrial/commercial uses and does not provide linkage as a wildlife corridor. In addition, the Project Site lacks suitable habitats, dense foliage cover, and vegetation communities to serve a wildlife nursery site. Therefore, the Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, and a less than significant impact would occur.

Mitigation Measures

None required.

- e) **Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

Less than Significant Impact with Mitigation Incorporated. The City protects Oak trees and landmark trees through City Ordinances and adopted Resolutions. TOMC Section 9-4.4301 et seq. provides the landmark tree preservation regulations and Section 9-4.4201 et seq. provides the Oak tree protection regulations established in the City's Oak Tree Preservation and Protection Ordinance (Oak Tree Ordinance). City Council Resolution 2010-14 provides Oak Tree Preservation and Protection Guidelines (Oak Tree Guidelines).

The Project's Oak Tree Report identified three volunteer Oak species located within the landscape borders along the Project Site's eastern and western boundaries. The Oak trees consist of a very healthy (Grade B in health and aesthetics), 20-foot-high Coast Live Oak (*Quercus agrifolia*) with a

²⁶ U.S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Mapper, <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>.

3-inch diameter at breast height, and a 9-foot canopy diameter (Oak Tree #134); a severely-pruned and poorly-maintained (Grade D in health and aesthetics) Holly Oak (*Quercus ilex*) with two small trunks of 1-inch diameter surrounded by shrubs and groundcover (Oak Tree #135); and a small, 3-inch-diameter Coast Live Oak (*Quercus agrifolia*) (Oak Tree #136). The Project would remove all three of the existing Oak trees. In accordance with the City's Oak Tree Ordinance and Oak Tree Guidelines, no person shall cut, remove, encroach into the protected zone of, or relocate any Oaktree on any public or private property within the City without a valid Oaktree permit issued by the City pursuant to the provisions of the Oak Tree Ordinance and the Oak Tree Guidelines unless meeting the exemption criteria established in TOMC Section 9-4.4205. Pursuant to TOMC Section 9-4.4205, Oak Tree #135 does not meet the criteria for preservation and protection. However, Oak Tree #134 and Oak Tree #136 meet the criteria for preservation and protection and their removal would conflict with the City's Oak Tree Ordinance. Therefore, the Oak Tree Report recommended a Type "C" Oak Tree Permit for the removal of Oak Tree #134 and Oak Tree #136 and their replacement pursuant to the number, size, and species recommendations of the City's Oak Tree Guidelines. As such, the Project includes a request for a Protected Tree Permit (PTP – 2022-70979) for the removal of Oak Tree #134 and Oak Tree #136. In addition, mitigation measure BIO-2 requires the replacement of the Oak trees at a 3:1 ratio of types and sizes consistent with the requirements of Section V.C of the Oak Tree Guidelines. As previously shown on Figure 2-4 in Section 2, Project Description, of this IS/MND, in accordance with the policies of the Oak Tree Guidelines and required by mitigation measure BIO-2, the Project would replace Oak Tree #134 and Oak Tree #136 with six Oak trees, consisting of four 24-inch-box Valley Oak trees (*Quercus lobata*) and two 36-inch-box Coast Live trees Oak (*Quercus agrifolia*), onsite, which would be consistent with the requirements of the City's Oak Tree Guidelines. Accordingly, impacts related to conflicts with local policies or ordinances protecting biological resources would be less than significant with mitigation incorporated.

Mitigation Measures

BIO-2 Protected Tree Removal and Replacement. All protected Oak trees shall be replaced consistent with the Thousand Oaks Oak Tree Ordinance and the Oak Tree Preservation and Protection Guidelines under a Type "C" Oak Tree Permit. Oak tree replacement shall be at a 3:1 ratio for total of four (4) 24-inch-box size trees and two (2) 36-inch-box size trees, consisting of Coast Live Oak (*Quercus agrifolia*) or Valley Oak (*Quercus lobata*). The replacement trees shall be planted and depicted on the landscape architect's planting plan. If different sized 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. Additionally, a 5-year tree maintenance fee, in an amount acceptable to the Community Development Director, shall be paid to the Community Development Department for off-site replacement trees prior to tree removal. Trees shall be installed per International Society of Arboriculture (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. The developer shall be responsible for the costs associated with the monitoring and reporting requirement.

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 Project Site is located on developed, industrial property within an urbanized, industrial/commercial area of Thousand Oaks. No portion of the Project Site is within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plans.²⁷ Therefore, no impacts would occur.

Mitigation Measures

None required.

CUMULATIVE IMPACTS

Cumulative impacts assessed are dependent on not only the site itself, but in the surrounding areas, both past and present. As the city continues to develop and build, habitat fragmentation from increased activities continually diminishes biological resources and their respective habitats. Areas that were once home to dense foliage and woodland, are built upon and used for development and infrastructure.

The Project Site is situated in a highly urbanized area of Thousand Oaks and is surrounded by industrial and commercial development. The Project Site is currently developed with a paved parking lot and is dominated by impervious surfaces. Due to the currently developed nature of the Project Site and surroundings, no riparian habitat, sensitive communities, or wildlife corridors/nurseries exist on the Project Site and the existing landscaped areas do not provide suitable habitat for special status plant or wildlife species. Accordingly, the Project does not have the potential to contribute to a cumulative impact to such resources.

Although the Project could impact nesting birds and protected trees, mitigation measures have been identified to reduce these impacts to less than significant. Additionally, the Project would comply with the MBTA and the California Fish and Game Code to protect nesting birds, and would comply with the City's Oak Tree Preservation and Protection Guidelines (Resolution No. 2010-014). Similarly, cumulative projects would be required to comply with the TOMC, General Plan, and other regulations governing biological resources, and would implement similar mitigation measures per project-specific environmental review. Through implementation of the mitigation measures and adherence with federal, state, and local regulations, Project impacts during construction at cumulative project locations are expected to be less

²⁷ California Department of Fish & Wildlife, California Natural Community Conservation Plans, April 2019, <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>.

than significant. Therefore, impacts related to sensitive habitats and biological resources would not be cumulatively considerable.

4.5 Cultural Resources

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The following analysis of the potential cultural resources impacts of the Project is based on the information and conclusions contained within the Cultural Resource Assessment Report for the 1300 Lawrence Drive Industrial Building Project, Thousand Oaks, Ventura County, California (Cultural Assessment) issued for the Project by PaleoWest, LLC on December 2, 2022.²⁸ The cultural resources investigation includes a records search, Native American Heritage Commission (NAHC) outreach results, literature review, fieldwork, and analysis with recommendations for the approximately 6.64-acre Area of Potential Effects (APE), which is comprised of APNs 667-0-172-015, 667-0-172-025, and 667-0-172-035. The Cultural Assessment is included as Appendix D to this IS/MND. Consistent with the requirements of both the National Historic Preservation Act (16 United States Code 470w-3(a)), the Archaeological Resources Protection Act (16 United States Code 469a-1(a)), and California Government Code 6254(r), specific information regarding the specific locations of known cultural resources identified by the Cultural Assessment have been redacted.

California Historical Resources Information System Records Search

On October 7, 2022, PaleoWest submitted a records search request of the California Historical Resources Information System (CHRIS) at the South Central Coastal Information Center (SCCIC) at California State University Fullerton. This records search included a review of cultural resource studies and recorded cultural resources within the APE and a 0.25-mile radius around the APE. PaleoWest also reviewed the Office of Historic Preservation (OHP) Historic Properties Directory, which includes information regarding properties listed in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California State Historical Landmarks, California State Points of Historical Interest, and pertinent historic building surveys. The objective of the records search was to identify pre-contact or

²⁸ PaleoWest, LLC, Cultural Resource Assessment Report for the 1300 Lawrence Drive Industrial Building Project, Thousand Oaks, Ventura County, California, December 2, 2022.

historic period cultural resources recorded in the study area during previous cultural resource investigations.

Previously Conducted Cultural Resources Studies

Records search results indicate that one cultural resource study has been completed within the APE (Table 4.5-1), and 10 within the 0.25-mile buffer around the APE (Table 4.5-2). The report for the resource study within the APE describes the results of the cultural resource investigation for a 1.60-acre area within the 6.64-acre APE and details the history of the surrounding Conejo Valley. This report did not find any indicators of pre-contact archaeological materials in the study.

Table 4.5-1, Previous Cultural Resource Investigations in APE

Report No.	Author(s)	Year	Title	Company/Agency
VN-00627	Robert Lopez	1986	An Archaeological Reconnaissance of the Area of the Proposed Lawrence Investment Property, Newbury Park, Ventura County, California	Robert Lopez Consulting

Source: PaleoWest, LLC, Cultural Resource Assessment Report for the 1300 Lawrence Drive Industrial Building Project, Thousand Oaks, Ventura County, California, December 2, 2022, included as Appendix D to this IS/MND.

Table 4.5-2, Previous Cultural Resource Studies Investigations in 0.25-mile Study Area

Report No.	Author(s)	Year	Title	Company/Agency
VN-00084	Clellow, William C. Jr.	1977	An Archaeological Resource Survey and Preliminary Impact Assessment of the Mgm Ranch Property Thousand Oaks, California	Ancient Enterprises, Inc.
VN-00103	Clellow, William C. Jr.	1978	Preliminary Archaeological Investigations on Mgm Ranch: 4-VEN-170, 4-VEN-171, 4-VEN-272, 4-VEN-437, 4-VEN-449	University of California, Los Angeles Archaeological Survey
VN-00342	Lopez, Robert	1978	An Archaeological Reconnaissance of the 14.96 Acre Tract 2693, Rancho Conejo Industrial Park, City of Thousand Oaks, Ventura County, California	-
VN-00914	Whitely, David S.	1985	Archaeological Survey of Portions of the Northrop Corporation Property, Newbury Park, Ventura County, California	University of California, Los Angeles Archaeological Survey

Table 4.5-2, Previous Cultural Resource Studies Investigations in 0.25-mile Study Area

Report No.	Author(s)	Year	Title	Company/Agency
VN-00934	W & S Consultants	1990	Intensive Phase 1 Archaeological Survey and Cultural Resources Assessment of the Proposed Academy Business Park, Newbury Park Ventura County, California	W & S Consultants
VN-01527	Allen, Paatricia A.	1978	An Historic Study of the Property Known As the M.g.m Ranch a Planned Community by Shapell Industries Inc.	Conejo Valley Historical Society
VN-02617	Schmidt, James J.	2007	Archaeological Survey Report, Southern California Edison, Moorpark-newbury 66kv New Source Line Project, Wo 4605-2104: Jo 6042-0468	Compass Rose Archaeological, Inc.
VN-02810	Schmidt, James, Schmidt, June, and Romani, Gwen	2008	Results of Extended Phase I Investigations at Sites P56-100196 (SCE MN-1), P56-001797 (CA-Ven-1797; SCE MN-2), and P56-100197 (SCE MN-3), for the Southern California Edison Moorpark-Newbury Park 66kV New Source Line Project (WO 4605-2104;JO 6042-0468), Ventura County, California	Compass Rose Archaeological, Inc.
VN-02843	Amaglio, Alessandro	2005	Conejo Fire Mitigation, Conejo Recreation and Park District, FEAM-1498-DR-CA, HMGP #1498-98-36	URS
VN-03038	Fulton, Phil	2012	Cultural Resource Assessment Class I Inventory Verizon Wireless Services Brush Facility City of Thousand Oaks, Ventura County, Ca	LSA Associates

Source: PaleoWest, LLC, Cultural Resource Assessment Report for the 1300 Lawrence Drive Industrial Building Project, Thousand Oaks, Ventura County, California, December 2, 2022, included as Appendix D to this IS/MND.

Four cultural resources have been identified within 0.25 miles of the APE (Table 4.5-3). Site P-56-000173 is a small pre-contact artifact scatter on a knoll, recorded by C. King in 1967. Site P-56-000438 was a small lithic scatter recorded by Whitley and Ivie in 1977. The site record suggests the scatter was imminently threatened by the expansion of an adjacent airfield. Site P-56-000449 was a pre-contact habitation site including a shell midden and artifact scatter. The site record, documented in 1977 by Whitley and Ivie, indicates that the site is on a ridge near quartz crystal and chalcedony sources, and that the scatter contained a variety of shell types, chert and quartz flakes, bifaces, projectile points, and cores. The site was approximately 500 meters northwest of the APE and has since been destroyed by development of the industrial park.

Table 4.5-3, Previous Cultural Resources Recorded in 0.25-mile Study Area

Primary Number	Resource Name	Age	Recorder and Date
P-56-000173	-	Prehistoric	1967 (King)
P-56-000438	Site B	Prehistoric	1977 (Whitley and Ivie)
P-56-000449	Site M	Prehistoric	1977 (Whitley and Ivie)
P-56-100197	SCE MN-3	Prehistoric	1990 (C.E. Drover and D.M. Smith)

Source: PaleoWest, LLC, Cultural Resource Assessment Report for the 1300 Lawrence Drive Industrial Building Project, Thousand Oaks, Ventura County, California, December 2, 2022, included as Appendix D to this IS/MND.

Geotechnical Report Review

The Project Site was explored by excavating eight 8-inch-diameter borings using a truck-mounted hollow-stem auger drilling machine. The hollow-stem auger borings were excavated to a maximum depth of 25.5 feet below the existing ground surface. Artificial fill was encountered in all boring locations to a maximum depth of 8 feet below existing ground surface, followed by native Pleistocene-age alluvial deposits. According to the Project's Geotechnical Investigation (Appendix F), the existing artificial fill materials are likely the result of past grading or construction activities at the site.

Pedestrian Survey

Methods. A survey of the APE was conducted to identify and record historical resources. As a means of evaluating potential impacts to such resources, an intensive pedestrian survey was conducted of the APE. Transect intervals were spaced 15 meters apart and oriented east to west. All exposed ground surfaces were examined for artifacts, and digital photographs were taken for use in documentation and reporting. Photographs included general views of the APE, structures, features, and other relevant images.

The APE was examined for the presence of historical artifacts or site indicators. Historical site indicators include foundations, fence lines, ditches, standing buildings, objects or structures such as sheds; or concentrations of materials at least 45 years in age, such as domestic refuse (glass bottles, ceramics, toys, buttons, or leather shoes), or refuse from other pursuits such as agriculture (e.g., metal tanks, farm machinery parts, horseshoes) or structural materials (e.g., nails, glass window panes, corrugated metal, wood posts or planks, metal pipes and fittings, etc.).

Survey Results. The survey covered the entire approximately 6.64-acre APE, which was open and accessible to the surveyor. The Project Site consists of a concrete-paved parking lot with three driveway entrances (two from Lawrence Drive and one from Corporate Center Drive. Non-paved ground surface at the Project Site is limited (comprising approximately 5 percent of the total Site area) and consists of landscaped borders along the property line and curbed end islands and divisors. No cultural materials were identified during the survey.

Regulatory Framework

Federal

National Historic Preservation Act (NHPA)

The NHPA of 1966, as amended (54 United States Code [USC] 300101 et seq.), sets forth the responsibilities that federal agencies must meet regarding cultural resources, especially Section 106 and its implementing regulations in 36 Code Federal Register (CFR) 800. Federal agencies must conduct the necessary studies and consultations to identify cultural resources that may be affected by an undertaking, evaluate cultural resources that may be affected to determine if they are eligible for the NRHP (that is, whether identified resources constitute historic properties) and assess whether such historic properties would be adversely affected. Historic properties are resources that are listed on or eligible for listing on the NRHP (36 CFR 800.16[l][1]). A property may be listed in the NRHP if it meets criteria provided in the NRHP regulations (36 CFR 60.4). Typically, such properties must also be 50 years or older (36 CFR 60.4[d]).

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, or association, and meets any of the following criteria for listing on the NRHP:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history;
- B. That are associated with the lives of persons significant in our past;
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess artistic value, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, information important in prehistory or history.

Section 106 defines an adverse effect as an effect that alters, directly or indirectly, the qualities that make a resource eligible for listing in the NRHP (36 CFR 800.5[a][1]). Consideration must be given to the property's location, design, setting, materials, workmanship, feeling, and association, to the extent that these qualities contribute to the integrity and significance of the resource. Adverse effects may be direct and reasonably foreseeable or may be more remote in time or distance (36 CFR 8010.5[a][1]).

Archaeological and Historic Preservation Act (AHPA)

The AHPA was established in 1960 for the preservation of significant scientific, prehistoric, historical, and archaeological materials and data that might be lost or destroyed as a result of flooding, the construction of access roads, relocation of railroads and highways, or any other federally funded activity that is associated with the construction of a dam or reservoir. Under this law, historical and archaeological resources do not have to be eligible, or considered eligible, in the NRHP for an impact to occur. If a project

will have an adverse effect to significant historical or archaeological resources or data, the State Water Resources Control Board will coordinate with the United States Environmental Protection Agency (USEPA) to initiate consultation with the relevant federal agencies.

State

California Environmental Quality Act (CEQA)

The Project is subject to compliance with CEQA, as amended. Compliance with CEQA statutes and guidelines requires both public and private projects with financing or approval from a public agency to assess the project's impact on cultural resources (Public Resources Code Section 21082, 21083.2 and 21084 and California Code of Regulations 10564.5). The first step in the process is to identify cultural resources that may be impacted by the Project and then determine whether the resources are "historically significant" resources.

CEQA defines historically significant resources as "resources listed or eligible for listing in the California Register of Historical Resources (CRHR)" (Public Resources Code Section 5024.1). A cultural resource may be considered historically significant if the resource is 45 years old or older, possesses integrity of location, design, setting, materials, workmanship, feeling, and association, and meets any of the following criteria for listing on the CRHR:

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;
or,
4. Has yielded, or may be likely to yield, information important in prehistory or history (Public Resources Code Section 5024.1).

Cultural resources are buildings, sites, humanly modified landscapes, traditional cultural properties, structures, or objects that may have historical, architectural, cultural, or scientific importance. CEQA states that if a project will have a significant impact on important cultural resources, deemed "historically significant," then project alternatives and mitigation measures must be considered. Additionally, any proposed project that may affect historically significant cultural resources must be submitted to the State Historic Preservation Officer (SHPO) for review and comment prior to project approval by the responsible agency and prior to construction.

California Register of Historical Resources Criteria

The criteria used to establish the significance of a property for listing on the CRHR are as follows:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or is likely to yield, information important to prehistory or history of the local area, California, or the nation.

For a property to qualify under the CRHR's Criteria for Evaluation, it must also retain "historic integrity of those features necessary to convey its significance," (National Park Service 1997). To determine if a property retains the physical characteristics corresponding to its historic context, the NRHP has identified seven aspects of integrity, which the CRHR closely follows.

Location is the place where the historic property was constructed or the place where the historic event occurred.

Design is the combination of elements that create the form, plan, space, structure, and style of a property.

Setting is the physical environment of a historic property.

Materials are the physical elements that were combined or deposited during a particular period and in a particular pattern or configuration to form a historic property.

Workmanship is the physical evidence of the crafts of a particular cultural or people during any given period in history or prehistory.

Feeling is the property's expression of the aesthetic or historic sense of a particular period.

Association is the direct link between an important historic event or person and a historic property.

Because integrity is based on a property's significance in a specific historic context, evaluations of integrity can only be completed after historic significance has been established.

California Assembly Bill 52 (AB 52)

Signed into law on September 2014, California AB 52 created a new class of resources—tribal cultural resources—for consideration under CEQA. Tribal cultural resources may include sites, features, places, cultural landscapes, sacred places, or objects with cultural value to a California Native American tribe that are listed or determined to be eligible for listing in the CRHR, included in a local register of historical resources, or a resource determined by the lead CEQA agency, in its discretion and supported by

substantial evidence, to be significant and eligible for listing on the CRHR. AB 52 requires that the lead CEQA agency consult with California Native American tribes that have requested consultation for projects that may affect tribal cultural resources. The lead CEQA agency shall begin consultation with participating Native American tribes prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report. Under AB 52, a project that has potential to cause a substantial adverse change to a tribal cultural resource constitutes a significant effect on the environment unless mitigation reduces such effects to a less than significant level.

California Health and Safety Code Section 7050.5

California Health and Safety Code Section 7050.5 requires that in the event human remains are discovered, the County Coroner be contacted to determine the nature of the remains. In the event the remains are determined to be Native American in origin, the Coroner is required to contact the NAHC within 24 hours to relinquish jurisdiction.

Local

City of Thousand Oaks

The City of Thousand Oaks 2045 General Plan (1997) provides brief regulatory context for the proposed Project. The following policies support strategies that aim to enhance the City's identity and preserve existing cultural resources:

- Historic Preservation: Historical areas, facilities and natural features must be preserved by a program of legislative controls, tax incentives, direct acquisition by public agencies and private initiative.
- Archaeological: The City shall preserve and protect archaeological resources for future generations and the Conejo Valley's cultural heritage.

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

Less than Significant Impact. Based on a CHRIS record search by the SCCIC, NAHC Sacred Lands File records searches, a review of the OHP Historic Properties Directory, which includes information regarding properties listed in the NRHP, CRHR, California State Historical Landmarks, California State Points of Historical Interest, and pertinent historic building surveys, and a pedestrian survey, no historical resources were identified within the Project Site. As previously shown in Tables 4.5-1 through 4.5-3, the results indicate that one cultural resource study has been completed within the Project's Area of Potential Effect (APE), 10 within the 0.25-mile buffer around the APE, and four cultural resources have been identified within 0.25-mile of the APE from 1977 to 2012. The resource study within the APE describes the results of the cultural resource investigation for a 1.60-acre area within the 6.64-acre APE and details the history of the surrounding Conejo Valley. There were no indicators of pre-contact archaeological materials in the study. The site record, documented in 1977, indicates that a site located within the 0.25-mile

buffer around the APE, is on a ridge near quartz crystal and chalcedony sources, and that the scatter contained a variety of shell types, chert and quartz flakes, bifaces, projectile points, and cores. The site was approximately 500 meters northwest of the APE and has since been destroyed by development of the industrial park. A pedestrian survey of the Project Site was conducted with negative results. The Project Site is located within a developed urban setting and is comprised of a concrete-paved parking lot. The Project Site has not been determined to be eligible for listing in the National Register of Historic Places, or California Register of Historic Resources. Therefore, impacts with regards to cause a substantial adverse change in the significance of an historical resource pursuant to CEQA Guidelines Section 15064.5 would be less than significant.

Mitigation Measures

None required.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less than Significant Impact with Mitigation Incorporated. Based on a CHRIS record search by the SCCIC, NAHC Sacred Lands File records searches, a review of the OHP Historic Properties Directory, which includes information regarding properties listed in the NRHP, CRHR, California State Historical Landmarks, California State Points of Historical Interest, and pertinent historic building surveys, and a pedestrian survey, no archaeological resources were identified within the Project Site. Though there is no evidence for pre-contact archaeological deposits within the APE and four pre-contact sites have been identified in the 0.25-mile study area, this suggests the APE is within an archaeologically sensitive part of the Conejo Valley.

A pedestrian survey of the Project Site was conducted with negative results. The negative results of the pedestrian survey were less than reliable as only approximately five percent of the ground surface, consisting of landscaped areas along the edges of the APE and in curbed end islands and divisors, was visible. Furthermore, having only been developed with a surface parking lot, the Project Site has undergone minimal disturbance in comparison to the surrounding area. While the likelihood of discovery is low, the Project construction would include 37,445 cubic yards of cut and 26,018 cubic yards of fill and excavation would extend up to approximately 10 feet below the current grade in some areas of the Site. As such, the possibility exists that deeper lying, previously unknown archeological artifacts may be present. To reduce potential impacts to archaeological resources that may be inadvertently discovered during construction, mitigation measures CUL-1 through CUL-4 would be implemented to reduce potential impacts to unanticipated archaeological resources. These measures require avoidance if there is an inadvertent discovery until a significance determination can be made by a qualified archaeologist, and adherence to appropriate measures if the find is determined to be significant under CEQA. Therefore, with implementation of these measures, impacts would be reduced to a less-than-significant level.

Mitigation Measures

- CUL-1 Cultural Resource Monitoring and Inadvertent Discovery Plan.** Impacts to cultural resources shall be minimized through implementation of pre- and post-construction tasks. Tasks pertaining to cultural resources include the development of a Cultural Resource Monitoring and Inadvertent Discovery Plan (Cultural Plan). The purpose of the Cultural Plan is to outline a program of appropriate monitoring as well as treatment and mitigation in the case of an inadvertent discovery of cultural resources during ground-disturbing phases (including, but not limited to, pre-construction site mobilization and testing, grubbing, removal of soils for remediation, construction ground disturbance, construction grading, trenching, and landscaping) and to provide for the proper identification, evaluation, treatment, and protection of any cultural resources throughout the duration of the Project. This Cultural Plan shall define the process to be followed for the identification and management of cultural resources in the Project area during construction. 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.
- CUL-2 Worker Environmental Awareness Program.** Worker Environmental Awareness Program (WEAP) training shall be provided to all construction personnel and monitors who are not trained archaeologists prior to the start of construction activities. A basic presentation and handout or pamphlet shall be prepared to ensure proper identification and treatment of inadvertent cultural resource discoveries. The purpose of the WEAP training is to provide specific details on the kinds of cultural materials, both prehistoric and historic, that may be identified during construction of the Project and explain the importance of and legal basis for the protection of cultural resources. Each worker shall also be provided the proper procedures to follow in the event that cultural resources or human remains are discovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate notification of the site supervisor and the qualified archaeological and Native American monitors. If the discovery is Native American in nature, representatives from the Barbareño/Ventureño Band of Mission Indians and the Gabrieleño/Tongva San Gabriel Band of Mission Indians shall be notified.
- CUL-3 Cultural Resource Monitoring.** Prior to the issuance of a demolition permit, the Applicant shall retain a Native American monitor approved by the Barbareño/Ventureño Band of Mission Indians or the Gabrieleño/Tongva San Gabriel Band of Mission Indians and a qualified archaeologist meeting the Secretary of the Interior's Standards to be on call to conduct spot monitoring and respond to and address any inadvertent discoveries identified during ground-disturbing activities, whether within disturbed or imported fill soils. Additionally, the Native American monitor meeting the Native American Heritage Commission's standards and the qualified archaeologist meeting the Secretary of the Interior's Standards shall be retained to monitor all initial ground disturbance once such activities have reached 1 foot below native/alluvial soils. "Initial ground disturbance" is defined as initial construction-related moving of sediments from their place of deposition.

As it pertains to cultural resource monitoring, this definition excludes movement of sediments after they have been initially disturbed or displaced by current Project-related construction. A monitoring agreement between the Applicant and the Barbareño/Ventureño Band of Mission Indians or the Gabrieleño/Tongva San Gabriel Band of Mission Indians shall be prepared that outlines the roles and responsibilities of the Native American monitor and shall be submitted to the City prior to the earlier of either the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

A qualified archaeological principal investigator meeting the Secretary of the Interior's Professional Qualification Standards shall oversee and adjust monitoring efforts as needed (e.g., increase, decrease, or discontinue monitoring frequency) based on the observed potential for construction activities to encounter cultural deposits or material and through consultation with the Native American monitor. The archaeological principal investigator shall be responsible for maintaining daily monitoring logs for those days monitoring occurs.

CUL-4 Inadvertent Discovery. In the event that potential prehistoric or historic-era archaeological resources (sites, features, or artifacts) are exposed during construction activities for the Project, all construction work occurring within a 50-foot buffer of the find shall immediately stop and a qualified archaeologist must be notified immediately to assess the significance of the find and determine whether or not additional study is warranted. Depending on the significance of the find under the California Environmental Quality Act (CEQA), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work (e.g., preparation of an archaeological treatment plan, testing, or data recovery) may be warranted. If Native American resources are discovered or are suspected, the Native American monitor shall be notified as dictated by California Health and Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and CEQA Guidelines Section 15064.5(e).

A meeting shall take place between the Applicant, the qualified archaeologist, the respective Tribe, and the City to discuss the significance of the find and whether it qualifies as a tribal cultural resource pursuant to Public Resources Code Section 21074(a). If, as a result of the meeting and after consultation with the respective Tribe and the qualified archaeologist, a decision that the resource is in fact a tribal cultural resource, a treatment plan shall be developed by the respective Tribe, with input from the qualified archaeologist as necessary, and with the concurrence of the City's Planning Director. The treatment measures in the treatment plan shall be implemented prior to construction work continuing in the buffer around of the find. The preferred treatment is avoidance, but if not feasible may include, but would not be limited to, capping in place, excavation and removal of the resource and follow-up laboratory processing and analysis, interpretive displays, sensitive area signage, or other mutually agreed upon measures.

The treatment plan shall also include measures regarding the curation of the recovered resources. The recovered prehistoric or Native American resources may be placed in the custody of the Barbareño/Ventureño Band of Mission Indians or the Gabrieleño/Tongva San Gabriel Band of Mission Indians who may choose to use them for their educational purposes or they may be curated at a public, non-profit institution with a research interest in the materials. If neither the the Barbareño/Ventureño Band of Mission Indians or the Gabrieleño/Tongva San Gabriel Band of Mission Indians or research institution accepts the resources, they may be donated to a local school or historical society in the area for educational purposes.

An Archaeological and Native American Monitoring Report shall be prepared by the qualified archaeologist within 60 days following completion of ground disturbance and submitted to the City of Thousand Oaks for review. This report shall document compliance with approved mitigation, document the monitoring efforts, and include an appendix with daily monitoring logs. The final report shall be submitted to the South Central Coastal Information Center and interested consulting tribes.

In the event that human remains are inadvertently encountered during construction activities, such resources shall be treated in accordance with state and local regulations that provide requirements with regard to the accidental discovery of human remains, including California Health and Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and CEQA Guidelines Section 15064.5(e). 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 area reasonably suspected to overlie adjacent remains can occur until the County Coroner has determined, within 2 working days of notification of the discovery, 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 Native American Heritage Commission (NAHC) within 24 hours. The NAHC must immediately notify those persons it believes to be the most likely descendants from the deceased Native American. The most likely descendant(s) must then complete their inspection within 48 hours of being granted access to the Site. The most likely descendant(s) would then determine, in consultation with the property owner, the disposition of the human remains.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant Impact with Mitigation Incorporated. There are no known human remains within the Project Site. While no formal cemeteries, other places of human internment, or burial grounds sites are known to occur within the immediate Project Site area, there is always a possibility that human remains could be encountered during construction. To reduce potential impacts to human remains that may be inadvertently discovered during construction, mitigation

measures CUL-1 through CUL-4 would be implemented to reduce potential impacts to unanticipated human remains. As outlined in mitigation measures CUL-1 through CUL-4 if human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has determined origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to date to the Pre-contact Period, the Coroner will notify the NAHC, which will determine and notify a most likely descendant (MLD). The MLD has 48 hours from being granted site access to make recommendations for the disposition of the remains. If the MLD does not make recommendations within 48 hours, the landowner shall reinter the remains in an area of the property secure from subsequent disturbance. Therefore, with implementation of these measures, impacts would be reduced to a less-than-significant level.

Mitigation Measures

See mitigation measure CUL-1 through CUL-4 under Checklist Question 4.5(b) above.

CUMULATIVE IMPACTS

As discussed above, the Project would not result in a significant impact to cultural resources. The Project Site does not contain any known cultural resources. It is unknown whether or not any of the properties on which the related projects are located contain cultural resources. Any related project sites that contain historical, archaeological, or paleontological resources, or human remains would be required to comply with state regulations similar to those that would be required for the Project. Nonetheless, as there are no known cultural resources on the Project Site (see analysis above), there is no potential for the Project to contribute to a cumulative impact. Overall, based on the above, cumulative impacts associated with archaeological resources, tribal cultural resources, and human remains would be less than significant and would not be cumulatively considerable.

4.6 Energy

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following analysis of energy impacts that could potentially occur as a result of construction or operation of the Project is based, in part, on the CalEEMod modeling prepared for the Project's Air Quality and Greenhouse Gas analyses and the Construction and Operational Transportation Energy Worksheets (Energy Worksheets). The CalEEMod modeling outputs and Energy Worksheets are included as Appendix A and Appendix E to this IS/MND, respectively.

- 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.

Construction

Petroleum-based fuels, such as gasoline and diesel, would be the primary sources of energy for the Project's construction activities. This is because construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. In addition, most of the electric-powered construction equipment would be hand tools (e.g., power drills, table saws, compressors) and lighting, which would be turned off when not in use to avoid unnecessary consumption. Overall, the use of electricity during construction would be temporary and is typically a fraction of the electrical demand during operation, which, as detailed below, would be well within the supply capabilities of the provider. Petroleum-based fuels would be required to power off-road construction vehicles and equipment on the Project Site, construction worker travel to and from the Project Site, and vehicles used to deliver materials to the Site. Based on the CalEEMod modeling prepared for the Project's Air Quality and Greenhouse Gas analyses and CO₂ emission factors for transportation fuels published by the U.S. Energy

Information Administration, the construction of the Project would require 42,537 gallons of diesel and 5,445 gallons of gasoline (detailed calculations and sources are provided in the Construction Energy Transportation Energy Worksheet included in Appendix E of this IS/MND).

Consumption of transportation fuel during construction would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. Construction activities would utilize fuel-efficient equipment consistent with state and federal regulations and the contractor would be required to comply with the California Air Resource Board (CARB)'s In-Use Off-Road Diesel Fueled Fleets Regulation that restricts the idling of heavy-duty diesel motor vehicles and governs the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. In addition, per applicable regulatory requirements, the Project would comply with construction waste management practices to divert construction and demolition debris. These practices would result in efficient use of transportation-energy necessary to construct the Project. Furthermore, construction schedules and processes are already designed to be efficient in order to avoid excess monetary costs. For example, equipment and fuel are not typically used wastefully due to the added expense associated with renting the equipment, maintaining it, and fueling it.

Operation

Electricity and Natural Gas

The Project proposes an all-electric building that would not include connection to or demand for natural gas. Therefore, during operation of the project, Project systems, including, but not limited to, HVAC, refrigeration, water heating, lighting, and the use of electronics, equipment, and appliances would be powered by electricity provided from Southern California Edison (SCE). According to the Project's CalEEMod modeling, the Project would have an electrical demand of 682,999 kilowatt-hours, or 0.68 gigawatt-hours (GWh) per year. SCE projects that its total sales in 2024 (the Project's operational year) will be 100,267 GWh.²⁹ As such, the Project's electrical demand would represent a negligible portion of the electrical consumption SCE anticipates and has planned supplies for within its service area.

The Project would be required to comply with all standards set in California Building Code (CBC) Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation. California's Green Building Standards Code (CALGreen; Title 24, Part 11) requires implementation of energy efficient light fixtures and building materials into the design of new construction projects. Furthermore, the 2022 Building Energy Efficiency Standards of the California Energy Code (CBC Title 24, Part 6) requires newly constructed buildings to meet energy performance standards set by the Energy Commission. These standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not

²⁹ California Energy Commission, *California Energy Demand 2019-2030 Baseline Forecast – LSE and BA Tables Mid Demand Case, Form 1.1c: Electricity Deliveries to End Users by Agency (GWh), Corrected February 2020, TN No. 232307, Docketed March 4, 2020.*

result in wasteful, inefficient, or unnecessary consumption of energy. The standards are updated every three years and each iteration is more energy efficient than the previous standards. The building is anticipating a LEED certification. Furthermore, the Project would continue to reduce its use of nonrenewable energy resources as the electricity generated by renewable resources provided by SCE continues to increase to comply with state requirements through Senate Bill 100 (SB 100), which requires electricity providers to increase procurement from eligible renewable energy resources to 60 percent by 2030 and 100 percent by 2045.

Petroleum-Based Fuels

Transportation-related energy in the form of gasoline and diesel fuel would also be consumed during Project operations related to water usage, solid waste disposal, and vehicle trips to and from the Project Site by employees and visitors. According to the Project's CalEEMod modeling (see Appendix A of this document), the Project would result in 1,009,101 annual VMT. According to CARB's On-Road Emissions Factor (EMFAC) model, in Ventura County, diesel-powered vehicles will account for 5.35 percent of all on-road VMT and will have an average fuel efficiency weighted for percentage of miles traveled of 14 miles per gallon (mpg) in 2024, while gasoline-powered vehicles will account for 89.50 percent of on-road VMT with a fuel efficiency of 26 mpg; electric-powered vehicles, natural-gas-powered vehicles, and plug-in hybrid vehicles will account for the remaining on-road VMT.³⁰ Accordingly, using the same percentages of VMT and average fuel economy projected by EMFAC, operation of the Project would consume approximately 3,856 gallons of diesel fuel and 34,736 gallons of gasoline per year.³¹ According to CARB's EMFAC model, on-road vehicles in Ventura County will consume approximately 37 million gallons of diesel and approximately 252 million gallons of gasoline in 2024.³² Accordingly, fuel consumption by students and visitors during operation of the Project would represent a negligible portion of fuel consumed in the County.

Over the lifetime of the Project, the fuel efficiency of vehicles is expected to increase as a result of numerous regulations in place that require and encourage increased fuel efficiency, such as efforts to accelerate the number of plug-in hybrids and zero-emissions vehicles in California, and increasingly stringent emissions standards. As a result, the amount of petroleum consumed as a result of vehicular trips to and from the Project Site during operation would be expected to correspondingly decrease over time due to improvements in the fuel economies of the fleet of vehicles used to access the Project. Additionally, as detailed in response to Checklist Question

³⁰ California Air Resources Board, EMFAC2021 on-road vehicle emissions factor model, EMFAC2021 (Modeling input: Ventura County; Fleet Aggregate; Annual; 2024). The modeling input values are considered generally representative of conditions for the region and representative of the majority of vehicles associated with Project related VMT. See Operational Transportation Energy Worksheet in Appendix E of this document.

³¹ Calculated as follows for diesel: 5.35 percent of total 1,009,101 VMT = 53,987 diesel VMT / 14 diesel mpg = 3,856 gallons of diesel. Calculated as follows for gasoline: 89.50 percent of total 1,009,101 VMT = 903,145 gasoline VMT / 26 gasoline mpg = 34,736 gallons of gasoline.

³² California Air Resources Board, EMFAC2021 on-road vehicle emissions factor model, EMFAC2021 (Modeling input: Ventura County; Fleet Aggregate; Annual; 2024). See Operational Transportation Energy Worksheet in Appendix E of this document.

4.17(a), the Project would not conflict with circulation system plans, including those pertaining to alternative modes of transportation.

Summary

Based on the above, although the Project would increase energy use at the Project Site, the electrical and petroleum-based fuel demands would be a small fraction of projected demands within the SCE service area and County, respectively, and, due to efficiency increases, are expected to diminish over time (particularly with respect to petroleum). As such, the Project would not result in the wasteful, inefficient, or unnecessary consumption of energy during construction or operation and impacts would be less than significant.

Mitigation Measures

None required.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact. State regulations for energy efficiency are contained within California's Building Energy Efficiency Standards and CALGreen, both of which are set forth in California Code of Regulations (CCR) Title 24. California's Building Energy Efficiency Standards were established in 1978 and serve to enhance and regulate California's building standards. These standards include regulations for residential and non-residential buildings constructed in California to reduce energy demand and consumption. The Building Energy Efficiency Standards are updated every 3 years to incorporate and consider new energy efficiency technologies and methodologies. CALGreen institutes mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential, and state-owned buildings, as well as schools and hospitals. The new 2022 standards became effect on January 1, 2023. The Project would be required to meet Building Energy Efficiency Standards and CALGreen standards to reduce energy demand and increase energy efficiency.

The Project would be subject to the policies set forth in SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). SCAG's 2020 Connect SoCal is the most recent update to their RTP/SCS at the regional level, and the City's General Plan Conservation Element and Community Energy Plan at the City level. Connect SoCal is a regional growth-management strategy that targets per-capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region pursuant to Senate Bill (SB) 375. With regard to individual developments, such as the Project, the strategies and policies set forth in Connect SoCal include improved energy efficiency. Connect SoCal's goal is to actively encourage and create incentives for energy efficiency, where possible. Additionally, the City's General Plan Conservation Element contains Policy CO-39, which supports the efforts to reduce GHG emissions, consistent with the intent of AB 32. The implementation measures of Policy CO-39 include reducing energy use and utilizing sustainable energy sources at City facilities where feasible, in accordance with City's

Community Energy Plan (CEP). The CEP was developed under the California Government Partnership Energy Efficiency Program in order to enhance the ease of implementation of projects and programs that reduce energy use, increase energy efficiency, and increase the adoption of renewable energy while leading to significant energy savings.³³ The CEP contains nine strategies that outline various outreach, administration and policy, green building, transportation, renewable energy, and utility partnership actions the City can take to realize energy savings, reduce the use of fossil-fuels, increase the usage of renewable energy, and enhance local resiliency toward future energy costs, natural disasters, and global climate change.

The Project's development on an infill site of an industrial building that would employ workers in proximity to existing transit would serve to reduce per-employee VMT and associated fuel consumption within the region, consistent with the goals of Connect SoCal. In addition, as previously discussed, the Project would follow applicable energy standards and regulations during construction and would be built and operated in accordance with all applicable Building Energy Efficiency Standards and CALGreen standards in effect at the time of construction. The Project would include bike racks, electric vehicle charging stations, and roof area for future solar panels, in support of alternative modes of transportation and renewable energy sources.

Based on the above, the Project would implement features and systems designed to reduce the consumption of energy and has been located consistent with policies designed to reduce VMT. Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impact would be less than significant.

Mitigation Measures

None required.

CUMULATIVE IMPACTS

Cumulative development would increase demand for energy resources within the state and across the county. However, new iterations of the California Building Energy Efficiency Standards and CALGreen would require increasingly more efficient appliances and building materials that reduce energy consumption in new development. As described above, the Project would be constructed in accordance with the California Building Energy Efficiency Standards and CALGreen. The Project would not result in the consumption of natural gas and the Project's electricity consumption would be a negligible percent of the anticipated and planned for consumption within the SCE service area. Cumulative projects would also 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. Therefore, the energy demand and use associated with the Project and cumulative projects would not substantially contribute to a cumulative impact on existing or

³³ *City of Thousand Oaks, City of Thousand Oaks Community Energy Plan, 2021, page 1.*

proposed energy supplies or resources, and would not cause a significant cumulative impact on energy resources.

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, future projects would be subject to CEQA and would evaluate whether they would conflict with applicable plans. The Project would not conflict with applicable plans for renewable energy because it would be required 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. Because the Project would be consistent with the underlying land use designation of the Project Site, the Project's development and employee growth has been anticipated in planning projections for the region (SCAG's Connect SoCal) and would not represent new energy demands within the region. The Project's location proximate to existing transit and inclusion of bicycle parking would encourage a reduction in the use of gasoline-fueled vehicles, and the inclusion of roof space for future solar panels is consistent with plans for renewable energy use. As such, the Project would not conflict with a state or local plan for renewable energy or energy efficiency. As such, the Project, in combination with other reasonably foreseeable projects, would not result in a cumulatively considerable contribution to a significant cumulative impact with respect to consistency with renewable energy and energy efficiency plans.

4.7 Geology and Soils

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The following analysis of impacts related to geology and soils that could potentially occur as a result of construction or operation of the Project is based, in part, on the Project's Preliminary Geotechnical Investigation (Geotechnical Investigation) prepared by Geocon West Inc., in December 2020, and Paleontological Resource Assessment (Paleo Assessment) prepared by PaleoWest, LLC, in December 2022. The Geotechnical Investigation³⁴ and Paleo Assessment³⁵ are included as Appendix F and Appendix G to this IS/MND and their findings, conclusions, and recommendations are incorporated by reference herein.

The Project's Geotechnical Investigation included a site reconnaissance, field exploration, including advancement of 8 soil borings to a maximum depth of 25.5 feet below the ground surface, laboratory testing of soil samples collected during advancement of the soil borings in order to determine pertinent physical and chemical soil properties, and engineering analysis. The Project's Paleo Assessment was written in accordance with the guidelines set forth by the Society of Vertebrate Paleontology and included a review of existing geologic maps and primary literature regarding fossiliferous geologic units within the Project Site vicinity and region, as well as a search of pertinent local and regional museum repository records for paleontological localities within and nearby the Project area. Specifically, informal records searches were conducted of the online University of California Museum of Paleontology (UCMP) Collections and San Diego Natural History Museum (SDNHM) Collections, the online Paleobiology Database (PBDB) and FAUNMAP, and other published and unpublished geological and paleontological literature of the area.

a) Would the project directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?

No Impact. The California Geological Survey establishes regulatory zones, called Alquist-Priolo Earthquake Fault Zones, surrounding the surface trace of active faults in California. These zones identify areas where a potential surface fault rupture could prove hazardous for buildings used for human occupancy. For the purposes of the Alquist-Priolo Act, an "active" fault is one that has ruptured in the last 11,000 years (or a Holocene-active fault).

The Project Site is not within a state-designated Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards³⁶ and no Holocene-active or pre-Holocene faults with the potential for surface fault rupture are known to pass directly beneath the Site. As such,

³⁴ Geocon West, Inc., *Preliminary Geotechnical Investigation, Proposed Industrial Distribution Center Lawrence Drive & Corporate Center Drive, Thousand Oaks, California, APN: 667 0172 015, 667 0172 025, 667 0172 035, Project No. W1251-0601, December 8, 2020.*

³⁵ PaleoWest LLC, *Paleontological Resource Assessment for the 1300 Lawrence Drive Industrial Building Report, City of Thousand Oaks, Ventura County, California, December 2, 2022.*

³⁶ California Department of Conservation, *California Earthquake Hazards Zone Application map, <https://maps.conservation.ca.gov/cgs/EQZApp/app/>.*

the Geotechnical Investigation determined that the potential for surface rupture due to faulting occurring beneath the Site during the design life of the Project is low.³⁷ In addition, the Project would not involve mining operations or deep excavation that could create unstable seismic conditions or stresses in the Earth's crust. Accordingly, the Project would not exacerbate existing fault rupture conditions. Therefore, the Project would not cause substantial adverse effects due to rupture of a known earthquake fault and no impact would occur.

Mitigation Measures

None required.

ii) Strong seismic ground shaking?

Less than Significant Impact. Although no faults are known to cross the Project Site, the Site is located in the seismically active Southern California region, which generally experiences moderate to strong ground shaking in the event of an earthquake on any of the many active faults in the region. The closest surface trace of an active fault to the Project Site is the Simi-Santa Rosa Fault Zone located approximately 2.7 miles to the north. Other nearby active faults include the Wright Road Fault, Oak Ridge Fault, the San Cayatano Fault, and the Faults of Orcutt and Timber Canyons located approximately 10 miles west, 11 miles north, 14 miles north, and 14.5 miles north of the Site, respectively; and the San Andreas Fault Zone is located approximately 40 miles northeast of the Site.³⁸ In addition, several buried thrust faults, commonly referred to as blind thrusts, underlie the Southern California area at depth. These thrust faults and others in the Los Angeles area are not exposed at the surface and do not present a potential surface fault rupture hazard at the Site; however, these deep thrust faults are considered active features capable of generating future earthquakes that could result in moderate to significant ground shaking. Accordingly, the Site could be subjected to strong ground shaking in the event of an earthquake. However, this hazard is common in Southern California and the effects of ground shaking can be mitigated if the proposed structures are designed and constructed in conformance with current building codes and engineering practices.³⁹

State and local code requirements ensure that buildings are designed and constructed in a manner that, although the buildings may sustain damage during a major earthquake, would reduce the substantial risk that buildings would collapse. Specifically, the state and

³⁷ Geocon West, Inc., *Preliminary Geotechnical Investigation, Proposed Industrial Distribution Center Lawrence Drive & Corporate Center Drive, Thousand Oaks, California, APN: 667 0172 015, 667 0172 025, 667 0172 035, Project No. W1251-0601, December 8, 2020, page 3.*

³⁸ Geocon West, Inc., *Preliminary Geotechnical Investigation, Proposed Industrial Distribution Center Lawrence Drive & Corporate Center Drive, Thousand Oaks, California, APN: 667 0172 015, 667 0172 025, 667 0172 035, Project No. W1251-0601, December 8, 2020, page 4.*

³⁹ Geocon West, Inc., *Preliminary Geotechnical Investigation, Proposed Industrial Distribution Center Lawrence Drive & Corporate Center Drive, Thousand Oaks, California, APN: 667 0172 015, 667 0172 025, 667 0172 035, Project No. W1251-0601, December 8, 2020, page 5.*

City mandate compliance with numerous rules related to seismic safety, including the Alquist-Priolo Earthquake Fault Zoning Act, Seismic Safety Act, Seismic Hazards Mapping Act, the City's General Plan Safety Element, and the Thousand Oaks Building Code. Pursuant to those laws, the Project must demonstrate compliance with the applicable provisions of these safety requirements before permits can be issued for construction.

The Thousand Oaks Building Code incorporates current seismic design provisions of the 2022 California Building Code, with City amendments, to minimize seismic impacts. The 2022 California Building Code incorporates the latest seismic design standards for structural loads and materials, as well as provisions from the National Earthquake Hazards Reduction Program to mitigate losses from an earthquake and maximize earthquake safety. The Thousand Oaks Building Division (Building Division) is responsible for implementing the provisions of the Thousand Oaks Building Code and compliance with the Building Code includes incorporation of seismic standards appropriate to a site and its seismic design category and spectral response. The Project's Geotechnical Investigation (Appendix F) calculated site-specific seismic design criteria based on peak ground accelerations anticipated under design earthquake and maximum credible earthquake parameters.⁴⁰ Pursuant to the requirements of TOMC Section 7-3.08, the Project's Geotechnical Investigation is subject to the approval of the City Engineer and any recommendations contained therein must be incorporated into the Project's grading plan.

Given the nature of the proposed industrial uses, completion of the Project would not cause seismic ground shaking to occur. The Project would not involve mining operations, deep excavations into the earth, or borings of large areas and thus would not exacerbate potential onsite seismic conditions. As a result, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking, and impacts would be less than significant.

Mitigation Measures

None required.

iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact. The major types of ground failures generated by earthquakes include liquefaction and lateral spread, landslides, or bearing capacity failure.

Liquefaction is a phenomenon that occurs when loosely consolidated soils lose their load-bearing capabilities during ground shaking and flow in a fluid-like manner. The possibility

⁴⁰ Geocon West, Inc., *Preliminary Geotechnical Investigation, Proposed Industrial Distribution Center Lawrence Drive & Corporate Center Drive, Thousand Oaks, California, APN: 667 0172 015, 667 0172 025, 667 0172 035, Project No. W1251-0601, December 8, 2020, pages 5-6.*

of liquefaction occurring at a given site is dependent upon the occurrence of a significant earthquake in the vicinity, sufficient groundwater to cause high pore pressures, and on the grain size, relative density, and confining pressures of the soil at a site. Lateral spread is a type of liquefaction-induced ground failure that occurs on gentle slopes or near free-faces, such as river channels, resulting in horizontal displacement of soil. The Project Site is not mapped within an area where historic occurrences of liquefaction or geological, geotechnical, and groundwater conditions indicate a potential for liquefaction to occur according to the California Geological Survey.⁴¹ In addition, the City's General Plan Safety Element shows the Project Site as outside of liquefaction areas.⁴² Based on these considerations, the Project's Geotechnical Investigation determined that the potential for liquefaction and associated ground deformations beneath the Project Site is considered very low.⁴³ Because lateral spreading is the lateral movement of soils that have undergone liquefaction, the Project would, accordingly, not result in lateral spreading.

Seismically-induced landslides are those that are triggered by the stresses associated with strong seismic shaking. The processes that cause earthquakes can also result in changes to ground conditions, such as groundwater level changes, which may also result in landslides. The Project Site is not located within a landslide zone as designated by the California Geological Survey.⁴⁴ In addition, the City's General Plan Safety Element shows the Project Site as outside of landslide hazard areas.⁴⁵ There are no known landslides near the Site, nor is the Site in the path of any known or potential landslides.⁴⁶ Therefore, the Project's Geotechnical Investigation concluded that the potential for slope stability hazards to adversely affect the Project is considered low.⁴⁷

Bearing capacity failure is foundation failure that occurs when the shear stresses (side-to-side force) in the soil exceed the shear strength of the soil. Accordingly, the Project's Geotechnical Investigation includes site- and project-specific seismic design coefficients, lateral design resistance, including an allowable coefficient of friction and a maximum earth pressure value, and allowable bearing pressures accounting for seismic forces. In addition, saturation of soil, such as through uncontrolled infiltration of irrigation excess and stormwater runoff, can cause a loss of internal shear strength. However, as discussed

⁴¹ California Department of Conservation, California Earthquake Hazards Zone Application map, <https://maps.conservation.ca.gov/cgs/EQZApp/app/>.

⁴² City of Thousand Oaks, General Plan, Safety Element, March 2014, Figure 4: Liquefaction Areas.

⁴³ Geocon West, Inc., Preliminary Geotechnical Investigation, Proposed Industrial Distribution Center Lawrence Drive & Corporate Center Drive, Thousand Oaks, California, APN: 667 0172 015, 667 0172 025, 667 0172 035, Project No. W1251-0601, December 8, 2020, page 7.

⁴⁴ California Department of Conservation, California Earthquake Hazards Zone Application map, <https://maps.conservation.ca.gov/cgs/EQZApp/app/>.

⁴⁵ City of Thousand Oaks, General Plan, Safety Element, March 2014, Figure 5: Landslide Hazard Areas.

⁴⁶ California Department of Conservation, California Geological Survey, Landslide Inventory, <https://maps.conservation.ca.gov/cgs/lis/>.

⁴⁷ Geocon West, Inc., Preliminary Geotechnical Investigation, Proposed Industrial Distribution Center Lawrence Drive & Corporate Center Drive, Thousand Oaks, California, APN: 667 0172 015, 667 0172 025, 667 0172 035, Project No. W1251-0601, December 8, 2020, page 7.

in greater detail in Checklist Section 4.10, Hydrology and Water Quality, the Project's Stormwater Compliance Study determined that infiltration is infeasible at the Site and runoff would ultimately be pumped to the existing municipal stormwater drainage system, thereby preventing the saturation of the soil beneath the Site.

Based on the above, the Project Site is not susceptible to liquefaction and lateral spread or landslides. In addition, development of the Project would occur in compliance with regulatory requirements for site- and project-specific seismic design, including the California Building Code and the TOMC, and would be constructed in accordance with the recommendations of the Geotechnical Investigation. Compliance with building codes and implementation of the recommendations of the Geotechnical Investigation would be ensured through the review and approval of Project grading plans prior to the issuance of construction and grading permits. As such, the Project would not cause substantial adverse effects involving seismic-related ground failure and impacts would be less than significant.

Mitigation Measures

None required.

iv) Landslides?

Less than Significant Impact. Please refer to the response to Checklist Question 4.7(aiii) above. As detailed there, the Project Site is not located within a landslide zone as designated by the California Geological Survey or the City's General Plan Safety Element, and there are no known landslides near the Site, nor is the Site in the path of any known or potential landslides. The Project Site and surrounding area are relatively flat and lack sufficient slopes for landslides to occur. Therefore, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides, and impacts would be less than significant.

Mitigation Measures

None required.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. The Project Site is currently developed with a paved parking lot. Landscaping is present around the perimeter and between parking rows. No areas of exposed soil are present. Demolition of the existing parking lot, grading, and construction would result in temporary exposure of soils to wind and water erosion, which in turn could result in sedimentation of downstream drainages. However, because Project construction would involve ground disturbance in excess of 1 acre, grading and construction would be completed in accordance with the requirements outlined in the National Pollutant Discharge Elimination System (NPDES) Construction Stormwater General Permit (2009-0009-DWQ) Construction

General Permit (effective July 1, 2010) (NPDES Construction General Permit), which includes the development of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would discuss potential water quality pollutants (including erosion-induced sedimentation), identify minimum best management practices (BMPs), and develop a construction site monitoring plan for the Project. In addition, grading and construction would be completed in accordance with a City-mandated Stormwater Pollution Control Plan, which would include BMPs to control wind and water erosion. The Stormwater Pollution Control Plan would be completed in accordance with the Ventura Countywide Stormwater Quality Management Program, NPDES Permit No. CAS0040002, and any other requirements by the City Public Works Department. The NPDES Permit also requires projects to implement low-impact development (LID) features during operation in order to reduce urban runoff pollution to the “maximum extent practicable.” In addition to preventing the discharge of pollution, LID features also prevent erosion and siltation. As detailed further in response to Checklist Question 4.10(b), following development of the Project, approximately 88 percent of the Project Site would be covered in impervious surfaces with the remaining 12 percent covered in landscape consisting of trees, shrubs, and various hardy, drought-tolerant perennial groundcover, and no areas of exposed or stockpiled soil would be permitted. Based on water allowances under the City’s current Level 3 Conservation Measures and the types of plantings proposed by the Project, the planting and watering of all Project landscaping would be allowed and no areas of bare, unplanted soil would occur. As a result, the Project would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant.

Mitigation Measures

None required.

- c) **Would the project be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?**

Less than Significant Impact. As detailed in response to Checklist Question 4.7(aiii) above, the geologic units at the Project Site are not considered susceptible to liquefaction/lateral spread or landslides and no conditions that could contribute to soil instability effects, such as steep slopes susceptible to landslides and/or free faces susceptible to lateral spread, are known to exist in the surrounding vicinity of the Site.

Subsidence is the gradual settling or sudden collapse (i.e., compaction) of the soil surface due to the removal of subsurface materials, most often groundwater, oil, natural gas, or mineral resources. Soils that are particularly subject to subsidence include those with high silt or clay content. The Project Site is not located within an area of known ground subsidence and no large-scale extraction of subsurface materials is occurring at or in the vicinity of the Site. Accordingly, the Geotechnical Investigation concluded that there appears to be little or no potential for ground

subsidence at the Project Site.⁴⁸ In addition, the Project would not require and does not propose the direct withdraw or extraction of subsurface materials, the removal of which could cause subsidence.

Collapsible soils are generally dry, low density, silty soils with high void space or air gaps between the soil grains that compact and collapse when saturated with water. Soil collapse can occur just by the weight of the soil itself or the weight of a structure, such as a foundation. The results of laboratory testing conducted on the soil beneath the Project Site indicated that the existing upper alluvial soils are subject to excessive hydro-consolidation (collapse) upon saturation. Accordingly, the Project's Geotechnical Investigation includes site- and project-specific recommends for grading and foundation design that would eliminate the risk of soil collapse at the Site. Specifically, the Geotechnical Investigation recommends the excavation and recompaction of the subsurface materials within the proposed building footprint area and extending laterally a minimum of 3 feet beyond the building footprint area to depths required to remove/recompact all artificial fill and soft alluvial soils, and that proposed building foundations are underlain by a minimum of 3 feet of newly-placed, moisture-conditioned, compacted, engineered fill. Furthermore, as discussed in greater detail in Checklist Section 4.10, Hydrology and Water Quality, the Project's Stormwater Compliance Study determined that infiltration is infeasible at the Site and runoff would ultimately be pumped to the existing municipal stormwater drainage system, thereby preventing the saturation of the soil beneath the Site or adjacent properties.

Based on the above, the Project would not be located on an unstable geologic unit that would result in onsite liquefaction, lateral spread, landslide, or subsidence, and the onsite potential for collapse would be addressed through adherence to the site- and project-specific development recommendations contained within the Project's Geotechnical Investigation. In addition, the Project would not result an unstable soil conditions off-site; temporary excavations, including those located in proximity to existing structures on adjacent properties, would be supported with sloping or shoring measures to ensure stable excavations and lateral support of existing buildings, and retaining wall design and drainage would achieve the support required based on anticipated soil pressures and forces. The Project would not involve excavation of a hillside and does not propose the ongoing withdraw or extraction of subsurface materials. As such, the Project would not cause off-site conditions related to unstable soil. Furthermore, development of the Project would occur in compliance with regulatory requirements for construction site management and geologic conditions, including the California Building Code and the TOMC, and would be required to implement the recommendations of the site- and project-specific Geotechnical Investigation. Compliance with building codes and implementation of the recommendations of the Geotechnical Investigation would be ensured through the City's review and approval of Project grading plans prior to the issuance of construction and grading permits.

⁴⁸ *Geocon West, Inc., Preliminary Geotechnical Investigation, Proposed Industrial Distribution Center Lawrence Drive & Corporate Center Drive, Thousand Oaks, California, APN: 667 0172 015, 667 0172 025, 667 0172 035, Project No. W1251-0601, December 8, 2020, page 8.*

Therefore, impacts related to the Project's potential to result in on- or off-site effects of unstable soil would be less than significant.

Mitigation Measures

None required.

- d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?**

Less than Significant Impact. Expansive soils are soils that expand when water is added and shrink when dry. According to the Project's Geotechnical Investigation, the upper 5 feet of existing soil beneath the Project Site are classified as expansive. However, the recommendations for site preparation contained within the Project's Geotechnical Investigation are designed to reduce the expansion potential of supporting soils beneath the proposed building. Specifically, the Geotechnical Investigation recommends the removal of unsuitable subsurface materials, including the upper artificial fill material, and maintenance of an adequate moisture content for subsurface materials prior to and at the time of concrete placement. Such measures would eliminate the potential for substantial risks to life or property from expansive soil. Implementation of the recommendations of the Geotechnical Investigation would be ensured through the City's review and approval of Project grading plans prior to the issuance of construction and grading permits. As such, impacts related to expansive soil would be less than significant.

Mitigation Measures

None required.

- e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

No Impact. The Project would be served by the existing City sewer system, and no septic tanks or alternative wastewater disposal system would be required. As a result, no impacts would occur.

Mitigation Measures

None required.

- f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Less than Significant Impact with Mitigation Incorporated. Searches of online databases and other literature conducted as part of the Project's Paleo Assessment did not identify fossil localities recorded within three miles of the Project area. However, the Project Site is underlain by Old alluvial deposits dating to the middle to late Pleistocene. Pleistocene deposits in Ventura County have produced remains of ground sloth, bison, mammoth, proboscid, horse, mastodon,

artiodactyl, camel, duck, puffin, waterfowl, and deer mouse. The Project area is also adjacent to undivided Conejo Volcanics in the hills to the west, which may underlie the Old alluvium at depth. Unlike most igneous deposits, the Conejo Volcanics have produced paleontological resources, including foraminifera, brachiopods, bivalves, gastropods, barnacles, echinoids, worm tubes, fish scales, and wood. Accordingly, the Paleo Assessment categorizes the subsurface materials beneath the Project Site as having a high paleontological sensitivity.⁴⁹ Although some ground disturbance has occurred at the Site as part of development of the existing parking lot, excavations for foundations of the proposed warehouse building would extend further below previous ground disturbances and would have the potential to impact previously unencountered paleontological resources should they exist beneath the Site. Therefore, mitigation measure GEO-1 through GEO-3 would be required. Mitigation measures GEO-1 through GEO-3 require that retention of a qualified Project Paleontologist and paleontological monitor, preparation of a Paleontological Resources Impact Mitigation Plan (PRIMP) outlining procedures for worker's training, paleontological monitoring, and fossil protection and curation in the event of their discovery. Following implementation of mitigation measures GEO-1 through GEO-3, the Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature and impacts would be less than significant with mitigation incorporated.

Mitigation Measures

GEO-1 Paleontological Resources Impact Mitigation Plan and Paleontological Monitoring. Prior to the commencement of ground disturbing activities, the Project Applicant shall retain a qualified Project Paleontologist to direct all mitigation measures related to paleontological resources. A qualified Project Paleontologist is defined by the Society of Vertebrate Paleontology standards as an individual preferably with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological mitigation project supervisor for a least two years. The Project Paleontologist shall be retained to prepare and implement a Paleontological Resources Impact Mitigation Plan (PRIMP) for the Project.

The PRIMP shall be consistent with the 2010 Society of Vertebrate Paleontology guidelines and outline requirements for pre-construction meeting attendance and worker environmental awareness training, where paleontological 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 microinvertebrate and microvertebrate fossils), reporting, and collections management.

⁴⁹ *PaleoWest LLC, Paleontological Resource Assessment for the 1300 Lawrence Drive Industrial Building Report, City of Thousand Oaks, Ventura County, California, December 2, 2022, page 7.*

GEO-2 Worker's Environmental Awareness Program. Prior to the start of Project construction activities, all field personnel shall receive a worker's environmental awareness training on paleontological resources. The training shall provide a description of the laws and ordinances protecting fossil resources, the types of fossil resources that may be encountered in the Project area, the role of the Paleontological Monitor, outline steps to follow if a fossil discovery is made, and contact information for the Project Paleontologist. The training shall be developed by the Project Paleontologist and shall be delivered concurrently with other training including cultural, biological, safety, et cetera.

GEO-3 Paleontological Monitoring and Fossil Discoveries. Monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources and meets the minimum standards of the Society of Vertebrate Paleontology for a Paleontological Resources Monitor. The paleontological monitor shall be responsible for maintaining daily monitoring logs for those days monitoring occurs. The duration and timing of the monitoring shall be determined by the Project Paleontologist based on the observation of the geologic setting from initial ground disturbance, and subject to the review and approval by the City of Thousand Oaks. If the Project Paleontologist determines full-time monitoring is no longer warranted based on the geologic conditions at depth, they may recommend that monitoring be reduced or cease entirely. Monitoring shall be reinstated if any new ground disturbances are required, and reduction or suspension shall be reconsidered by the Project Paleontologist at that time.

If a paleontological resource is discovered, the monitor shall have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and, if appropriate, collected. If the resource is determined to be of scientific significance, the Project Paleontologist shall complete the following:

Salvage of Fossils. If fossils are discovered, all work in the immediate vicinity shall be halted to allow the paleontological monitor, and/or Project Paleontologist to evaluate the discovery and determine if the fossil may be considered significant. If the fossils are determined to be potentially significant, the Project Paleontologist (or paleontological monitor) shall recover them following standard field procedures for collecting paleontological resources as outlined in PRIMP for the Project. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the Project Paleontologist and/or paleontological monitor shall have the authority to temporarily direct, divert, or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.

Fossil Preparation and Curation. The PRIMP for the Project shall identify the museum that has agreed to accept fossils that may be discovered during Project related excavations. Upon completion of fieldwork, all significant fossils collected shall be prepared in a properly equipped laboratory to a point ready for curation. Preparation may include the removal of excess matrix from fossil materials and stabilizing or repairing specimens. During preparation and inventory, the fossils specimens shall be identified to the lowest taxonomic level practical prior to curation at an accredited museum. The fossil specimens must be delivered to the accredited museum or repository no later than 30 days after all laboratory work is completed. The cost of curation shall be assessed by the repository and shall be the responsibility of the Project Applicant.

A paleontological monitoring report shall be prepared within 60 days following completion of ground disturbance and submitted to the City of Thousand Oaks for review. This report shall document compliance with approved mitigation, document the monitoring efforts, and include an appendix with daily monitoring logs. The final report shall be submitted to the South Central Coastal Information Center and the Society of Vertebrate Paleontology.

CUMULATIVE IMPACTS

Potential cumulative impacts on geology and soils could result from projects that combine to exacerbate geologic hazards, including seismically-induced ground failure or unstable geologic conditions. However, most, if not all, geology and soil hazards associated with development projects would be site-specific and are typically reduced to less-than-significant levels with adherence to building code requirements, such that they do not combine to become cumulatively considerable. As with the Project, individual cumulative projects would also be required to adhere to grading ordinances and construction standards that minimize the potential for erosion and associated slope failure to occur. Incorporation of engineering design standards and requirements, implementation of required construction practices, and implementation of the recommendations in the Geotechnical Investigation would ensure that the potential for geological impacts resulting from the Project would be less than significant. Because geologic hazards are site-specific and not cumulative in nature, the Project would not result in a cumulatively considerable impact related to geologic hazards.

4.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Greenhouse Gas Emission Background

The greenhouse effect is a natural process that contributes to regulating the Earth's temperature, and it creates a livable environment on Earth. Human activities that emit additional GHG emissions 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. Global climate change is a cumulative impact; a project contributes to this impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases (GHGs). Thus, GHG impacts are recognized exclusively as cumulative impacts.⁵⁰

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 (CO₂), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride. The three GHGs evaluated for GHG emission impacts are CO₂, methane, and nitrous oxide. Hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride were not evaluated or estimated in this analysis because the proposed Project would not generate them in measurable quantities.

Gases in the atmosphere can contribute to climate change both directly and indirectly.⁵¹ The Intergovernmental Panel on Climate Change developed the global warming potential concept to compare

⁵⁰ California Air Pollution Control Officers Association, *CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act, January 2008*, <https://opr.ca.gov/docs/june08-ceqa.pdf>.

⁵¹ 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). Source: U.S. Environmental Protection Agency, *Report on the Environment – Greenhouse Gases, 2020*, <https://www.epa.gov/report-environment/greenhouse-gases>.

the ability of each GHG to trap heat in the atmosphere relative to another gas. The reference gas used is CO₂; therefore, global warming potential–weighted emissions are measured in metric tons of CO₂ equivalent.

Significance Thresholds

Individual projects do not generate sufficient GHG emissions to influence climate change directly. However, physical changes caused by a project can contribute incrementally to significant cumulative effects, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project’s contribution towards an impact would be cumulatively considerable. “Cumulatively considerable” means the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (14 CCR 15064[h][1]).

According to CEQA Guidelines Section 15183.5(b), projects can tier from a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through the comparison of the project’s consistency with the GHG reduction policies included in a qualified GHG reduction plan. This approach is considered by the Association of Environmental Professionals in its white paper: *Beyond 2020 and Newhall*, to be the most defensible approach presently available under CEQA to determine the significance of a project’s GHG emissions.⁵² While the City has taken steps toward development of a Climate Action Plan, the City has not formally adopted a Climate Action Plan or other GHG reduction plan that addresses community-wide emissions to date. Thus, this approach is not currently feasible for this analysis.

To evaluate whether a project may generate a quantity of GHG emissions with the potential to have a significant impact on the environment, local air districts have developed a number of bright-line significance thresholds. Significance thresholds are numeric mass emissions thresholds that identify the level at which additional analysis of project GHG emissions is necessary. If project emissions are equal to or below the significance threshold, with or without mitigation, the project’s GHG emissions would be less than significant. VCAPCD has not established quantitative significance thresholds for evaluating GHG emissions in CEQA analyses, but it recommends using the CAPCOA white paper and other resources when developing GHG evaluations.⁵³ The CEQA and Climate Change paper provides a common platform of information and tools to support local governments and was prepared as a resource, not as a guidance document. CEQA Guidelines Section 15064.4 expressly provides a “lead agency shall have discretion to determine, in the context of a particular project,” whether to “quantify greenhouse gas emissions resulting from a project” and/or “rely on a qualitative analysis or performance-based standards.” Updates to CEQA Guidelines Section 15064.4 that took effect in December 2018 further state that a lead agency should “focus its analysis on the reasonably foreseeable incremental contribution of the project’s

⁵² Association of Environmental Professionals, *Final White Paper Beyond 2020 and Newhall: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California*, October 18, 2016, https://califaep.org/docs/AEP-2016_Final_White_Paper.pdf.

⁵³ Ventura County Air Pollution Control District, 2006, *Air Quality Assessment for CEQA*, http://www.vcapcd.org/environmentalreview.htm#What_about_greenhouse_gases_and_CEQA.

emissions to the effects of climate change” and that the analysis should “reasonably reflect evolving scientific knowledge and state regulatory schemes.”

This analysis utilizes two thresholds to evaluate the significance of the Project’s GHG emissions: the bright-line threshold recommended by the South Coast Air Quality Management District (SCAQMD) and consistency with applicable plans, policies, and regulations for the reduction of GHG emissions.

The City and VCAPCD have not yet developed a qualified GHG reduction plan. In light of the lack of a specific GHG threshold or qualified GHG reduction plan recommended or adopted by the City or VCAPCD, it is appropriate to refer to guidance from other agencies when discussing GHG emissions. The City generally refers to the SCAQMD methodology for GHG significance analysis. The SCAQMD formed a GHG CEQA Significance Threshold Working Group to work with SCAQMD staff on developing GHG CEQA significance thresholds until statewide significance thresholds or guidelines are established. In December 2008, the SCAQMD adopted an interim 10,000 metric tons of CO₂ equivalent (MTCO₂e) per year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency. From December 2008 to September 2010, the SCAQMD hosted working group meetings and revised the draft threshold proposal several times, although it did not officially provide these proposals in a subsequent document. The SCAQMD has continued to consider adoption of significance thresholds for residential and general land use development projects. The most recent proposal, issued in September 2010, uses the following tiered approach to evaluate potential GHG impacts from various uses:⁵⁴

Tier 1 – Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.

Tier 2 – Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearing and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.

Tier 3 – Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MTCO₂e per year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MTCO₂e per year), commercial projects (1,400 MTCO₂e per year), and mixed-use projects (3,000 MTCO₂e per year). Under option 2, a single numerical screening threshold of 3,000 MTCO₂e per year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

Tier 4 – Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 MTCO₂e per service population for project level analyses and 6.6 MTCO₂e

⁵⁴ South Coast Air Quality Management District, *Greenhouse Gases CEQA Significance Thresholds Working Group Meeting No. 15, September 28, 2010*, [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-main-presentation.pdf?sfvrsn=2](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-main-presentation.pdf?sfvrsn=2).

per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

Tier 5 – Consider the implementation of CEQA mitigation including the purchase of GHG offsets to reduce the project efficiency target to Tier 4 levels.

The SCAQMD’s draft threshold uses the Executive Order S-3-05 goal as the basis for the Tier 3 screening level. Achieving the Executive Order’s objective would contribute to worldwide efforts to cap carbon dioxide concentrations at 450 parts per million (ppm), thus stabilizing global climate. Specifically, the Tier 3 screening level for stationary sources is based on an emission capture rate of 90 percent for all new or modified projects. A 90 percent emission capture rate means that 90 percent of total emissions from all new or modified stationary source projects would be subject to a CEQA analysis, including a negative declaration, a mitigated negative declaration, or an environmental impact report, which includes analyzing feasible alternatives and imposing feasible mitigation measures. A GHG significance threshold based on a 90 percent emission capture rate may be more appropriate to address the long-term adverse impacts associated with global climate change because most projects will be required to implement GHG reduction measures. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial fraction of future stationary source projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relatively small fraction of the cumulative statewide GHG emissions. This assertion is based on the fact that staff estimates that these GHG emissions would account for slightly less than one percent of future 2050 statewide GHG emissions target (85 MMTCO₂eq/year). In addition, these small projects may be subject to future applicable GHG control regulations that would further reduce their overall future contribution to the statewide GHG inventory. Finally, these small sources are already subject to BACT for criteria pollutants and are more likely to be single-permit facilities, so they are more likely to have few opportunities readily available to reduce GHG emissions from other parts of their facility.

Because the Project consists of an industrial development, the recommended SCAQMD threshold to apply to the Project is the 10,000 MTCO₂e per year for industrial projects. Per the SCAQMD guidance, construction emissions should be amortized over the operational life of the Project, which is assumed to be 30 years.⁵⁵ This impact analysis, therefore, adds amortized construction emissions to the estimated annual operational emissions and then compares operational emissions to the proposed SCAQMD threshold of 10,000 MTCO₂e per year.

⁵⁵ *South Coast Air Quality Management District, Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008.*

- a) **Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Less than Significant Impact.

Quantification of the Project's GHG Emissions

The calculation of the amount of GHG emissions that would be attributable to the Project using recommended air quality models is described below. The primary purpose of quantifying the Project's GHG emissions is to satisfy state CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate a project's GHG emissions.

The Project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste, water/wastewater, and construction equipment. CalEEMod Version 2022.1.1.8 was used to calculate the GHG emissions from the Project. The CalEEMod Annual Output for the Project's operational opening year 2024 is available in Appendix A of this IS/MND. Each source of GHG emissions is described in greater detail below.

Area Sources

Area sources include emissions from consumer products, landscape equipment and architectural coatings. The Project would comply with VCAPCD Rule 74.2 (Architectural Coatings). VCAPCD Rule 74.2 states that paints applied to building envelope are limited to 50 g/L VOC content. No changes were made to the default area source emissions.

Energy Usage

Energy usage includes emissions from the generation of electricity and natural gas used on-site. However, the Project will not use any natural gas; therefore, to account for the potential increase in electricity use due to no use of natural gas for heating etc., the CalEEMod default electricity consumption amount was increased by ten percent.

Mobile Sources

Mobile sources include emissions from the additional vehicle miles generated from the Project. The emissions from the vehicle trips associated with the Project have been analyzed in the manner described above in the Air Quality Section.

Emissions of GHGs associated with mobile sources from operation of the Project are based on the average daily trip generation rate, trip distance, the GHG emission factors for the mobile sources, and the global warming potential values for the GHGs emitted. The types of vehicles that would visit the Project Site include all vehicle types including automobiles, light-duty trucks, delivery trucks, and waste haul trucks. Modeling for the Project was conducted using the vehicle fleet mix for the Ventura County portion of the South Coast Air Basin as provided in EMFAC2021 and CalEEMod. Consistent with required transportation demand and trip reduction standards and

measures established in TOMC Section 9-4.4003, the Project would provide electric vehicle charging and bike parking.

Waste

Waste includes the GHG emissions generated from the processing of waste from the Project as well as the GHG emissions from the waste once it is interred into a landfill. AB 341 requires that 75 percent of waste be diverted from landfills by 2020, this reduction is shown as mitigation in the CalEEMod Output available in Appendix A.

Water/Wastewater

Water includes the water used for the interior of the building as well as for landscaping and is based on the GHG emissions associated with the energy associated with supplying and treating water and wastewater. CALGreen standards require a 20 percent reduction in indoor water usage. To be conservative, no changes were made to the default water usage parameters and no reductions were taken.

Construction

The construction-related GHG emissions were also included in the analysis and were based on a 30-year amortization rate as recommended in the SCAQMD GHG Working Group meeting on November 19, 2009. The construction-related GHG emissions were calculated by CalEEMod and include the use of Tier 4 Final equipment during demolition and grading.

The GHG emissions have been calculated based on the parameters as described above. A summary of the results is shown below in Table 4.8-1, Project-Related GHG Emissions, and the CalEEMod outputs for the Project are provided in Appendix A of this IS/MND. As shown in Table 4.8-1, the Project's emissions would be 1,462.87 MTCO₂e per year.

Table 4.8-1, Project-Related GHG Emissions

Emissions Source	Estimated Project-Generated Emissions (MTCO ₂ e per year)
Maximum Annual Operation	1,447
Construction Emissions ¹	15.87
Project Total	1,462.87

MTCO₂e = metric tons of CO₂ equivalent

1 Consistent with guidance from the SCAQMD, construction Emissions have been amortized over a 30-year period.

Source: CalEEMod Version 2022.1.1.8 for Project Opening Year 2024. Detailed modeling output datasheets are included as Appendix A to this IS/MND.

As the Project's GHG emissions would be less than the 10,000 MTCO₂e/year SCAQMD GHG emissions thresholds for industrial uses, the Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. Furthermore, as

detailed in Checklist Section 4.17, Transportation, of this IS/MND, recommendation measure RM-TR includes strategies and measures to further strengthen the transportation demand and trip reduction standards and measures requirements of TOMC Section 9-4.4003. Although RM-TR is not required of the Project, should the City’s Planning Commission choose to include RM-TR as a condition of approval for the Project, transportation-related operational GHG emissions would be further reduced. Impacts would be less than significant.

Mitigation Measures

None required.

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. Neither the City of Thousand Oaks nor the VCAPCD currently have a Climate Action Plan; therefore, the Project has been compared to the goals of CARB’s Climate Change Scoping Plan (Scoping Plan), SCAG’s Connect SoCal, and Executive Order S-3-05/SB 32.

CARB’s Scoping Plan

CARB Board approved the Scoping Plan in December 2008. The Scoping Plan outlines the state’s strategy to achieve the 2020 GHG emissions limit. The Scoping Plan proposes a comprehensive set of actions designed to reduce overall GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health.⁵⁶ The measures in the Scoping Plan have been in place since 2012. This Scoping Plan calls for an “ambitious but achievable” reduction in California’s GHG emissions, cutting approximately 30 percent from business-as-usual emission levels projected for 2020, or about 10 percent from today’s levels. On a per-capita basis, that means reducing annual emissions of 14 tons of carbon dioxide for every man, woman, and child in California down to about 10 tons per person by 2020.

In addition, on May 22, 2014, CARB approved its first update to the AB 32 Scoping Plan (CARB’s First Update).⁵⁷ CARB’s First Update lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050, and many of the emission reduction strategies recommended by CARB would serve to reduce the Project’s post-2020 emissions level to the extent required by applicable by law.

⁵⁶ California Air Resources Board, *Climate Change Scoping Plan: A Framework for Change*, May 2009, https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/document/adopted_scoping_plan.pdf.

⁵⁷ California Air Resources Board, *First Update to the Climate Change Scoping Plan: Building on the Framework*, May 2014, https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf.

In November 2017, CARB released the 2017 Scoping Plan.⁵⁸ This Scoping Plan incorporates, coordinates, and leverages many existing and ongoing efforts and identifies new policies and actions to accomplish the state’s climate goals, and includes a description of a suite of specific actions to meet the state’s 2030 GHG limit. The 2017 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. The Plan includes policies to require direct GHG reductions at some of the state’s largest stationary sources and mobile sources. These policies include the use of lower GHG fuels, efficiency regulations, and the Cap-and Trade Program, which constrains and reduces emissions at covered sources. Independent studies confirm CARB’s determination that the state’s existing and proposed regulatory framework will put the state on a pathway to reduce its GHG emissions level to 40 percent below 1990 levels by 2030, and to 80 percent below 1990 levels by 2050 if additional appropriate reduction measures are adopted. Even though these studies did not provide an exact regulatory and technological roadmap to achieve the 2030 and 2050 goals, they demonstrated that various combinations of policies could allow the statewide emissions level to remain very low through 2050, suggesting that the combination of new technologies and other regulations not analyzed in the studies would allow the state to meet the 2050 target.

In November of 2022, the CARB released the 2022 Scoping Plan.⁵⁹ The 2022 Scoping Plan lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by AB 1279. The actions and outcomes in the plan will achieve significant reductions in fossil fuel combustion by deploying clean technologies and fuels, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands to reduce emissions and sequester carbon, and the capture and storage of carbon.

As the latest 2022 Scoping Plan builds upon previous versions, Project consistency with applicable strategies of the 2008, 2017, and 2022 Plan are assessed in 4.8-2, Project Consistency with CARB Scoping Plan Policies and Measures. As shown in Table 4.8-2, the Project would be consistent with the applicable strategies for reducing GHG emission included in CARB’s Scoping Plan.

⁵⁸ California Air Resources Board, *California’s 2017 Climate Change Scoping Plan*, November 2017, https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf.

⁵⁹ California Air Resources Board, *2022 Scoping Plan for Achieving Carbon Neutrality*, November 16, 2022, <https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf>.

Table 4.8-2, Project Consistency with CARB Scoping Plan Policies and Measures

Scoping Plan Recommended Actions to Reduce Greenhouse Gas Emissions	Project Compliance with Recommended Action
2008 Scoping Plan	
California Light-Duty Vehicle Greenhouse Gas Standards – Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel, and vehicle technology programs with long-term climate change goals.	No conflict. These are CARB enforced standards; vehicles that access the proposed Project, that are required to comply with the standards, would comply with the strategy.
Energy Efficiency – Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	No conflict. The proposed Project would be compliant with the current Title 24 standards.
Low Carbon Fuel Standard – Develop and adopt the Low Carbon Fuel Standard.	No conflict. These are CARB enforced standards; vehicles that access the proposed project that are required to comply with the standards would comply with the strategy.
Vehicle Efficiency Measures – Implement light-duty vehicle efficiency measures.	No conflict. These are CARB enforced standards; vehicles that access the proposed Project, that are required to comply with the standards, would comply with the strategy.
Medium/Heavy-Duty Vehicles – Adopt medium and heavy-duty vehicle efficiency measures.	No conflict. These are CARB enforced standards; vehicles that access the proposed Project, that are required to comply with the standards, would comply with the strategy.
Green Building Strategy – Expand the use of green building practices to reduce the carbon footprint of California’s new and existing inventory of buildings.	No conflict. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2022 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The proposed Project would be subject to these mandatory standards.

Table 4.8-2, Project Consistency with CARB Scoping Plan Policies and Measures

Scoping Plan Recommended Actions to Reduce Greenhouse Gas Emissions	Project Compliance with Recommended Action
High Global Warming Potential Gases – Adopt measures to reduce high global warming potential gases.	No conflict. CARB identified five measures that reduce HFC emissions from vehicular and commercial refrigeration systems; vehicles that access the proposed Project that are required to comply with the measures would comply with the strategy.
Recycling and Waste – Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	No conflict. The state is currently developing a regulation to reduce methane emissions from municipal solid waste landfills. The proposed Project would be required to comply with City programs, such as City’s recycling and waste reduction program, which comply with the 75 percent reduction required in 2020 per AB 341.
Water – Continue efficiency programs and use cleaner energy sources to move and treat water.	No conflict. The proposed Project would comply with all applicable City ordinances and CAL Green requirements.
2017 Scoping Plan	
Implement Mobile Source Strategy: Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean Car regulations.	No conflict. These are CARB enforced standards; vehicles that access the proposed Project, that are required to comply with the standards, would comply with the strategy
Implement Mobile Source Strategy: At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025 and at least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.	No conflict. These are CARB enforced standards; vehicles that access the proposed Project, that are required to comply with the standards, would comply with the strategy.
Implement Mobile Source Strategy: Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20 percent of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100 percent of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NO _x standard.	No conflict. These are CARB enforced standards; vehicles that access the proposed Project, that are required to comply with the standards, would comply with the strategy

Table 4.8-2, Project Consistency with CARB Scoping Plan Policies and Measures

Scoping Plan Recommended Actions to Reduce Greenhouse Gas Emissions	Project Compliance with Recommended Action
Implement Mobile Source Strategy: Last Mile Delivery: New regulation that would result in the use of low NO _x or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5 percent of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10 percent in 2025 and remaining flat through 2030.	No conflict. These are CARB enforced standards; vehicles that access the proposed Project, that are required to comply with the standards, would comply with the strategy
Implement SB 350 by 2030: Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.	No conflict. The proposed Project would be compliant with the current Title 24 standards.
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	No conflict. The proposed Project would be required to comply with City programs, such as City’s recycling and waste reduction program, which comply with the 75 percent reduction required by 2020 per AB 341.
2022 Scoping Plan	
100 percent of light-duty vehicle sales are ZEVs by 2035.	Not Applicable. This action is in regard to vehicle sales, with an aim to have 100 percent of light-duty vehicle sales be ZEVs by 2035. The proposed Project is a warehouse and would not interfere with such policymaking. Furthermore, although this action is not necessarily applicable on a project-specific basis, the proposed Project includes a parking lot with 34 electric vehicle charging stations and would adhere to the City's regulations regarding the number of electric vehicle parking spaces required.
VMT per capita reduced 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045.	No Conflict. The Project would not result in an unmitigated impact to VMT. The Project is a warehouse use located in close proximity to existing public transit and residential and commercial uses. Furthermore, the Project would be required to implement the development standards established in TOMC Section 9-4.4003, which contain required transportation demand and trip reduction standards and measures that are designed to reduce single-passenger vehicle

Table 4.8-2, Project Consistency with CARB Scoping Plan Policies and Measures

Scoping Plan Recommended Actions to Reduce Greenhouse Gas Emissions	Project Compliance with Recommended Action
	trips. Therefore, the Project would be anticipated to contribute to a reduction in VMT per capita.
All electric appliances in new construction beginning 2026 (residential) and 2029 (commercial).	No Conflict. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2019 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. In addition, the 2022 edition of the Code took effect January 1, 2023. The Project would be subject to these mandatory standards.
For existing residential buildings, 80 percent of appliance sales are electric by 2030 and 100 percent of appliance sales are electric by 2035 (appliances replaced at end of life). For existing commercial buildings, 80 percent of appliance sales are electric by 2030 and 100 percent of appliance sales are electric by 2045 (appliances replaced at end of life)	Not Applicable. This action is in regard to appliance sales and the proposed Project is a warehouse and would not interfere with such policymaking. Furthermore, although this action is not necessarily applicable on a project-specific basis, the proposed Project would be subject to the California Green Building Standards Code (proposed Part 11, Title 24) which was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2019 and 2022 editions of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. In addition, the 2022 edition of the Code took effect January 1, 2023. The Project would be subject to these mandatory standards.

Source: California Air Resource Board Scoping Plans (2008, 2017, and 2022)

SCAG's 2020 Connect SoCal

On September 3, 2020, SCAG's Regional Council unanimously voted to approve and fully adopt Connect SoCal. SCAG's Connect SoCal is a regional growth-management strategy that targets per-capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California

region. Connect SoCal integrates land use and transportation strategies that are forecasted to reduce GHG emissions to meet the state's 2045 GHG reduction goals. Connect SoCal incorporates local land use projections and circulation networks in city and county general plans. Typically, a project would be consistent with Connect SoCal if the project does not exceed the underlying growth assumptions. The Applicant has stated that the Project would employ a total of approximately 360 employees at the Project Site. As detailed in Checklist Section 14, Population and Housing, this direct increase in employment at the Project Site would not be a substantial increase in the City, representing 0.5 percent of the existing (2016) employment and 3.6 percent of the projected employment growth over the planning period. Therefore, the Project would not exceed the underlying growth assumptions within Connect SoCal. In addition, the Project would include transportation demand and trip reduction standards and measures designed to reduce single-passenger vehicle trips consistent with the requirements of TOMC Section 9-4.4003. Accordingly, based on the above, the Project would not conflict with implementation of the strategies identified in Connect SoCal that would reduce GHG emissions.

Executive Order S-3-05 and SB 32

Executive Order 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 percent below 1990 levels by 2050. SB 32 establishes 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 percent below 1990 levels by December 31, 2030. Although 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.⁶⁰

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."⁶¹ With regard to the 2050 target for reducing GHG emissions to 80 percent below 1990 levels, the First Update to the Climate Change Scoping Plan states that the level of reduction is achievable in California.⁶² CARB believes that the state is on a trajectory to meet the

⁶⁰ California Air Resources Board, *First Update to the Climate Change Scoping Plan: Building on the Framework*, May 2014, https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf.

⁶¹ California Air Resources Board, *First Update to the Climate Change Scoping Plan: Building on the Framework*, May 2014, https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf.

⁶² California Air Resources Board, *First Update to the Climate Change Scoping Plan: Building on the Framework*, May 2014, https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf.

2030 and 2050 GHG reduction targets set forth in AB 32, SB 32, and Executive Order S-3-05. This is confirmed in the Second Update, which states the following:⁶³

The Proposed Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while also identifying new, technologically feasibility 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. The Proposed Plan is developed to be consistent with requirements set forth in AB 32, SB 32, and AB 197.

The proposed Project would not interfere with implementation of any of the above-described GHG reduction goals for 2030 or 2050 because the Project would not exceed the SCAQMD's recommended threshold of 10,000 MTCO₂e per year for industrial land uses (or the more stringent threshold of 3,000 MTCO₂e for commercial land uses).⁶⁴ Furthermore, as detailed in Checklist Section 4.17, Transportation, of this IS/MND, recommendation measure RM-TR includes strategies and measures to further strengthen the transportation demand and trip reduction standards and measures requirements of TOMC Section 9-4.4003. Although RM-TR is not required of the Project, should the City's Planning Commission choose to include RM-TR as a condition of approval for the Project, transportation-related operational GHG emissions would be further reduced. Because the proposed Project would not exceed the threshold, this analysis provides support for the conclusion that the Project would not impede the state's trajectory toward the above-described statewide GHG reduction goals for 2030 or 2050.

Thousand Oaks General Plan

State policies to reduce GHG emissions associated with energy use, including the Renewables Portfolio Standard and Title 24 of the California Building Code, would reduce GHG emissions associated with the Project. Therefore, the Project would also be consistent with Policy CO-39 of the Thousand Oaks General Plan, which supports GHG reduction efforts consistent with AB 32.⁶⁵ Consequently, the Project would not conflict with the policies of the Thousand Oaks General Plan aimed at reducing GHG emissions.

Conclusion

As the Project's emissions would be less than SCAQMD's recommended threshold and meet the threshold for compliance with Executive Order S-3-05, the Project's emissions also comply with the goals of AB 32 and the Scoping Plan. Additionally, as the Project meets the current interim

⁶³ California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, November 2017, https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf.

⁶⁴ South Coast Air Quality Management District, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008.

⁶⁵ *City of Thousand Oaks, General Plan, Conservation Element*, 2013.

emissions targets/thresholds established by SCAQMD, the Project would also be on track to meet the reduction target of 40 percent below 1990 levels by 2030 mandated by SB-32. The proposed Project's consistency with the state's Scoping Plan would assist in meeting each jurisdiction's contribution to GHG emission reduction targets in California. With respect to future GHG targets under SB 32 and Executive Order S-3-05, CARB has also made clear its legal interpretation that it has the requisite authority to adopt whatever regulations are necessary, beyond the AB 32 horizon year of 2020, to meet the SB 32 40 percent reduction target by 2030 and the Executive Order S-3-05 80 percent reduction target by 2050. This legal interpretation by an expert agency provides evidence that future regulations will be adopted to continue the trajectory toward meeting these future GHG targets. The majority of the post 2020 reductions in GHG emissions are addressed via regulatory requirements at the state level and the Project would be required to comply with these regulations as they come into effect.

Based on the above, the Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs and impacts would be less than significant.

Mitigation Measures

None required.

CUMULATIVE IMPACTS

Although the project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. Therefore, in the case of global climate change, the proximity of the project to other GHG emission generating activities is not directly relevant to the determination of a cumulative impact because climate change is a global condition. According to CAPCOA, "GHG impacts are exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective."⁶⁶ The resultant consequences of that climate change can cause adverse environmental effects. A project's GHG emissions typically would be very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change.

As discussed above, the Project would emit less than SCAQMD's recommended threshold and would not conflict with the GHG emission reduction goals of the CARB Scoping Plan, Executive Order S-3-05 and SB 32, or the Thousand Oaks General Plan. Therefore, the Project's incremental contribution to GHG emissions and their effects on climate change would not be cumulatively considerable and cumulative impacts would be less than significant.

⁶⁶ *California Air Pollution Control Officers Association, CEQA and Climate change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act, 2008, <https://opr.ca.gov/docs/june08-ceqa.pdf>.*

4.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within 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 result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following analysis of impacts related to hazards and hazardous materials that could potentially occur as a result of construction or operation of the Project is based, in part, on a Phase I Environmental Site Assessment (Phase I ESA) prepared by SCS Engineers, in March 2022, and Phase II Site Investigation Report (Phase II SIR) prepared SCS Engineers, in November 2020. The Phase I ESA⁶⁷ and Phase II SIR⁶⁸ are included as Appendix H and Appendix I to this IS/MND and their findings, conclusions, and recommendations are incorporated by reference herein.

ENVIRONMENTAL INVESTIGATIONS

In the 1990s, soil and groundwater investigations were conducted on the Project Site and adjoining undeveloped areas to the east and northeast. Sampling at these sites (including beneath the Property) identified chlorinated solvents, chloroform, and Freon 113 in groundwater. No evidence of soil contamination was identified on the Project Site. Because the highest VOC concentrations were detected in the two upgradient wells, the source of the VOCs was suspected to be offsite, associated with upgradient facilities to the southwest.

The results of early-1990s groundwater sampling at five monitoring wells on the Project Site and at other wells on adjoining parcels to the east/northeast were submitted to the Los Angeles Regional Water Quality Control Board (LARWQCB). On September 24, 1996 and April 18, 1997, the LARWQCB issued no further action letters, stating that no further assessment or remediation work would be required at the Project Site or adjoining sites to the east and northeast. The five wells previously at the Project Site were removed in 1998. A subsequent Phase I conducted at the Project Site in 2020 identified the regional groundwater contamination that had migrated beneath the Site to be a controlled recognized environmental condition (CREC).⁶⁹ Based on the proposed development plan for the Project, it was recommended that additional investigation of soil vapor be conducted at the Project Site to evaluate the potential for vapor migration of VOCs from the groundwater.

Accordingly, the Project's Phase II SIR was prepared and included installation of temporary soil vapor probes at 11 locations throughout the Project Site at a depth of 7 feet below the surface. A total of 11 soil vapor samples were collected and analyzed for VOCs using Method H&P 8260SV, a modified version of EPA Method 8260B. Analytical results of the sampling revealed detectable concentrations of five VOCs: benzene, toluene, ethylbenzene, o-xylene, and m,p-xylene. However, VOCs were not detected at concentrations above commercial/industrial Department of Toxic Substance Control (DTSC)-recommended screening levels under a future industrial/commercial land use scenario. Therefore, the

⁶⁷ SCS Engineers, *Phase I Site Assessment, 1300 Lawrence Drive, Approximately 6.75-Acre Parking Lot Site, Newbury Park, California 91320, March 25, 2022.*

⁶⁸ SCS Engineers, *Phase II Site Investigation Report, Approximately 6.75-Acre Parking Lot Site South of the Intersection of Lawrence Drive and Corporate Center Drive, Newbury Park, California 91320, November 23, 2020.*

⁶⁹ *A controlled recognized environmental condition, or CREC, is a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).*

Phase II SIR determined that the regional groundwater contamination that has migrated beneath the Project Site is not a vapor intrusion concern and the VOCs detected do not represent a significant risk to human health associated with vapor intrusion into future buildings; therefore, no further actions were warranted.⁷⁰

Additional Environmental Conditions

The Project's Phase I ESA also included a review of historical property use information (topographic maps, aerial photographs, fire insurance maps, etc.); visual inspection of the Site and adjoining properties; and a review of federal, tribal, state, and local government records, in order to identify additional conditions indicative of releases or threatened releases of hazardous substances and/or petroleum products on, at, in, or to the Project Site.

Historical Uses

The Project Site was undeveloped or agricultural land from the early-1900s until it was developed as a parking lot in the early-2000s. The area surrounding the Project Site was also undeveloped or agricultural land from the early-1900s through the early-1960s. Between the 1960s and early 2000s, commercial office and industrial buildings were constructed on adjoining sites. The existence of past agricultural activities on the Site and in adjacent areas indicates a potential for pesticide and/or heavy metal (associated with dusting powders) contamination and it is not uncommon to find trace levels of pesticides in soils at former agricultural areas in Southern California. However, the Phase I ESA stated that these trace concentrations are rarely cause for environmental concern and concluded that, without specific evidence of pesticide storage or mismanagement on the Project Site, past use for agricultural purposes does not represent a significant environmental concern.⁷¹

Existing Conditions

During the visual inspection conducted, no hazardous substances, obvious disturbed areas/evidence of landfilled materials, hydraulic equipment, electrical equipment, sanitary/industrial wastewater, lead drinking water pipes, or underground or aboveground storage tanks, were observed. Natural waterways are not currently located on the Project Site; however, small, concrete-lined stormwater drainage channels are situated offsite along the southern and eastern edges of the Project Site. No groundwater supply or monitoring wells were observed on the Property; however, multiple monitoring wells are located approximately 800 feet north of the Property, in the parking lot and area surrounding the Takeda Pharmaceutical building at 1455 Lawrence Drive. These monitoring wells are associated with the regional groundwater contamination, which, as discussed above, is considered a CREC. With the exception of this CREC, the visual inspection did not identify any environmental concerns associated with existing conditions of the Project Site and surrounding land uses.

⁷⁰ SCS Engineers, *Phase II Site Investigation Report, Approximately 6.75-Acre Parking Lot Site South of the Intersection of Lawrence Drive and Corporate Center Drive, Newbury Park, California 91320, November 23, 2020, pages 3 to 4.*

⁷¹ SCS Engineers, *Phase I Site Assessment, 1300 Lawrence Drive, Approximately 6.75-Acre Parking Lot Site, Newbury Park, California 91320, March 25, 2022, page 9.*

Hazardous Materials Databases

A database search for sites listed on various federal, state, tribal, and local hazardous materials databases in the area around the Project Site was conducted as part of the Phase I ESA. The Project Site was not listed on any of the databases searched. Seven adjacent properties were identified on databases of contaminated sites. Based on available information, the Phase I ESA determined that six of the seven adjacent properties are not expected to negatively affect the environmental condition of the Project Site. Due to a data gap, the seventh site, Smith Precision Products (1299 Lawrence Drive), located adjacent to the Project Site to the west, cannot be ruled out as a potential contributing source to the regional groundwater contamination. As previously discussed, this regional groundwater contamination constitutes a CREC. Seven additional properties located in the greater vicinity of the Project Site were also identified on searched databases of hazardous materials sites. Four of these sites are not expected to negatively affect the environmental condition of the Project Site due to their cross-gradient location relative to the Site or to a lack of reported releases/contamination at their properties. The remaining three sites are as follows:

1. Polycore Electronics Inc. (1107 Tourmaline Drive), located approximately 1,050 feet to the southwest, has had documented releases affecting soil, soil vapor, and groundwater. However, the property's status is listed as "No Further Action" as of July 31, 1991.
2. Former Amplica (950 Lawrence Drive), located approximately 1,250 feet to the south-southwest, has reported releases that affected groundwater. The site's case was closed on March 31, 1999; however, based on its location, the site is a likely contributing source to regional groundwater contamination beneath the Project Site previously identified as a CREC.
3. Northrop Corporation (1515 Rancho Conejo Boulevard), located approximately 0.3-mile to the northeast, has reported releases that affect soil, soil vapor, and groundwater. Northrop Corporation has installed more than 100 groundwater monitoring wells in the area north and northeast of the Project Site and is actively remediating groundwater with a pump and treat system. Detections of VOC in Northrop's nearby wells are attributed to upgradient sites and indicate that chlorinated VOCs are likely present in the groundwater beneath the Project Sites at concentrations above regulatory limits.

No additional environmental concerns beyond the regional groundwater contamination plume, already identified as a CREC, were identified for the Project Site.

- 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.

Construction

Construction of the Project would involve the temporary use of potentially hazardous materials, including gasoline, diesel fuel, oil, lubricants, grease, welding gases (e.g., acetylene, oxygen, and argon), solvents, and paints. However, as discussed in detail in Checklist Section 4.10, Hydrology

and Water Quality, owners of construction projects are required to prepare a site-specific SWPPP for review and approval by the City as an implementing party of the LARWQCB, which administers the NPDES system in Ventura County. The SWPPP outlines standard construction BMPs to prevent the discharge of pollutants in stormwater runoff during construction.

Any potentially hazardous materials would be used and stored in designated construction staging areas within the boundaries of the Project Site. Furthermore, the transport, use, and storage of hazardous materials during the construction of the Project would be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and California Code of Regulations Title 22. Because no buildings or structures currently exist on the Project Site, no special requirements for the handling, disposal, or abatement of asbestos or lead-based paint would be required. The use of potentially hazardous materials associated with standard construction activities for their intended purpose would not pose a significant risk to the public or environment.

It is anticipated that the amounts of hazardous materials required for construction would be of typical amounts; however, if hazardous materials and/or petroleum products are stored on the Project Site above applicable regulatory thresholds, the applicable documents and plans would 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 Project Site, is the Ventura County Hazardous Materials Program, and kept onsite through construction of the Project. BMPs and spill prevention and response procedures required by these rules would be implemented.

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 transport and disposal 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.

Operation

The use and disposal of hazardous materials associated with operations of the warehouse building would not differ substantially in type and quantity from other typical and nearby warehouse operations (e.g., cleaning products, landscaping chemicals and fertilizers, and various other

commercially available substances), none of which are currently considered environmental concerns. Use of these materials would be subject to compliance with existing regulations, standards, and guidelines established by the federal, state, and local agencies related to storage, use, and disposal of hazardous materials. As with construction, any hazardous materials and petroleum products stored onsite during operation in quantities that exceed regulatory threshold would be regulated by Hazardous Material Business Plan and Spill Prevention, Control, and Countermeasure rules and regulations. The storage and disposal of hazardous wastes, if generated would be managed in accordance with DTSC hazardous waste regulations found in CCR Title 22, Division 4.5, and Federal Resource Conservation and Recovery Act regulations under 40 CFR Parts 239 through 282.

Based on the above, with adherence to federal, state, and local regulations for the use, storage, and disposal of hazardous materials and wastes, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during construction or operation. Therefore, impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None 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?**

Less than Significant Impact. The Project could release hazardous materials into the environment during construction if spills of hazardous materials required for normal construction activities (vehicle fuels, paints, oils, and transmission fluids) occur or if contaminated soils and/or groundwater are encountered during excavation and proper erosion controls are not implemented. The Project could also release hazardous materials into the environment during operation if spills or emissions of hazardous materials required for normal operation (cleaning products, landscaping chemicals and fertilizers, and various other commercially available substances) occurs.

Construction

As detailed in response to Checklist Question 4.9(a), standard construction BMPs for the use and handling of hazardous materials required for construction would be implemented to avoid or reduce the potential for spills and releases pursuant to local, state, and federal regulations. As previously discussed, several environmental investigations have been conducted at the Project Site to identify potential environmental concerns that may indicate the release of contaminants within the soil and groundwater beneath the Site. As detailed above, a regional groundwater contamination plume was identified as a potential environmental concern at the Project Site. Identified in the 1990s, the contamination plume consists of various VOCs with likely source(s)

located upgradient to the southwest of the Site. Several sites have been identified as contributors and at least one property, the Northrop property, is currently actively remediating the groundwater contamination. Impacts could occur if construction activities mishandle contaminated groundwater. However, groundwater in the vicinity of the Project Site has been encountered between 53 feet and 85 feet below the ground surface,⁷² and was not encountered during advancement of soil borings at the Project Site to a depth of 25.5 feet.⁷³ In accordance with the conclusions and recommendations of the Project's Geotechnical Investigation,⁷⁴ the southeastern portion of the Project Site would require over-excavation and re-compaction to remove areas of artificial fill that extends to a depth of 8 feet below existing grade. Accordingly, the Project's Earthwork Plans indicate that Project excavation would extend to a maximum depth of approximately 10 feet below the existing grade. Therefore, construction would not be expected to encounter groundwater.

Operation

As previously discussed, the use and disposal of hazardous materials associated with operations of the warehouse building would not differ dramatically in type and quantity from typical and surrounding industrial warehouse land uses and use, storage, and disposal of these materials would be subject to compliance with existing regulations, standards, and guidelines established by the federal, state, and local agencies. In addition, based on the available information, elevated radon gas concerns are not anticipated for the Project Site.⁷⁵ As discussed above, the groundwater beneath the Project Site likely contains VOCs the regional groundwater contamination plume. Although operation of the Project would have no direct contact with the groundwater beneath the Site, VOC vapors can migrate through the soil and collect within an overlying building. Over time, exposure to VOC vapors could lead to health effects for those working in the proposed warehouse. However, as detailed above, the Phase II SIR included collection and testing of soil vapors at the Project Site. Results of the soil vapor analysis revealed that VOCs were not detected at concentrations above DTSC-recommended screening levels for industrial/commercial land uses. Therefore, the Phase II SIR concluded that the regional groundwater contamination is not a vapor intrusion concern and the VOCs detected do not represent a significant risk to human health associated with vapor intrusion into future buildings; therefore, no further actions were warranted.⁷⁶

⁷² SCS Engineers, *Phase I Site Assessment, 1300 Lawrence Drive, Approximately 6.75-Acre Parking Lot Site, Newbury Park, California 91320, March 25, 2022, page 4.*

⁷³ Geocon West, Inc., *Preliminary Geotechnical Investigation, Proposed Industrial Distribution Center Lawrence Drive & Corporate Center Drive, Thousand Oaks, California, APN: 667 0172 015, 667 0172 025, 667 0172 035, Project No. W1251-0601, December 8, 2020.*

⁷⁴ Geocon West, Inc., *Preliminary Geotechnical Investigation, Proposed Industrial Distribution Center Lawrence Drive & Corporate Center Drive, Thousand Oaks, California, APN: 667 0172 015, 667 0172 025, 667 0172 035, Project No. W1251-0601, December 8, 2020, page 9.*

⁷⁵ SCS Engineers, *Phase I Site Assessment, 1300 Lawrence Drive, Approximately 6.75-Acre Parking Lot Site, Newbury Park, California 91320, March 25, 2022, page 4.*

⁷⁶ SCS Engineers, *Phase II Site Investigation Report, Approximately 6.75-Acre Parking Lot Site South of the Intersection of Lawrence Drive and Corporate Center Drive, Newbury Park, California 91320, November 23, 2020, pages 3 to 4.*

Even though the Phase II SIR concluded no further actions were warranted in regards to vapor intrusion, the Project design includes a vapor-retarder over the sand base at the office area and a sealer for the concrete floor area in the warehouse.

Based on the above, with adherence to federal, state, and local regulations for the use, storage, and disposal of hazardous materials and wastes, the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The impact would be less than significant.

Mitigation Measures

None required.

- 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?**

Less than Significant Impact. There is one school located within one-quarter mile of the Project Site; the Passageway School (1153 Lawrence Drive) is located across Lawrence Drive, approximately 600 feet to the south. However, as detailed in response to Checklist Question 4.9(a), hazardous materials used and stored by the Project would be those commonly used and stored by warehouse land uses and other surrounding industrial and commercial land uses in the area. Furthermore, such hazardous materials would be use, stored, and disposed of in accordance with all applicable federal, state, and local regulations and requirements. Therefore, impacts associated with the Project's use and storage of common industrial and commercial hazardous materials within one-quarter mile of a school would be less than significant.

Mitigation Measures

None 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 it create a significant hazard to the public or the environment?**

No Impact. A search of hazardous materials databases was conducted as part of the Project's Phase I ESA. The Project Site is not listed on any hazardous materials databases searched, including those compiled pursuant to Government Code Section 65962.5. Therefore, the Project would have no impact with regard to Government Code Section 65962.5.

Mitigation Measures

None required.

- e) **For a project located within 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 result in a safety hazard or excessive noise for people residing or working in the project area?**

No Impact. The Project Site is not located within the vicinity of a private airstrip or airport land use plan or within 2 miles of a public airport. The nearest airport is the Camarillo Airport located approximately 9 miles to the west. Accordingly, the Project would not expose people to a safety hazard or excessive noise levels and no impact would occur.

Mitigation Measures

None required.

- f) **Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less than Significant Impact. The City's 2020 Emergency Operations Plan (EOP) provides emergency guidelines for responding to disasters. Emergency response is managed from the Emergency Operations Center (EOC), located at City Hall. If the EOC is damaged or inaccessible in an emergency, an alternative EOC would be identified. In the event of an emergency requiring evacuation, the Ventura County Sheriff's Department (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. The City's General Plan Safety Element identifies major evacuation routes that would be used for evacuation during an emergency. The nearest major evacuation route to the Project Site is U.S. Highway 101 located approximately 0.75-mile to the south.

As discussed in Section 4.17, Transportation, the Project Site would be accessible through existing driveways on Lawrence Drive and Corporate Center Drive. No changes are proposed to the existing access, and the Project would not result in inadequate emergency access. Internal circulation would be designed and constructed to City and Ventura County Fire Department (VCFD) standards. As shown on Figure 2-3, full vehicular and fire truck access around the perimeter of the Site would be provided. Onsite circulation improvements (driveways and internal drive aisles) 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). Furthermore, the Project would not cause permanent alterations to vehicular circulation routes and patterns, impede public access, or travel upon public rights-of-way. The Project would not include the installation of barriers (e.g. perimeter fencing, fixed bollards, etc.) that could impede emergency access within the vicinity of the Project Site.

Based on the above, 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. As such, the Project would not impair an emergency response plan or evacuation plan and impacts would be less than significant.

Mitigation Measures

None 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?

Less than Significant Impact. As mapped by the California Department of Forestry and Fire (CalFIRE), the Project Site is located within a very high fire severity zone (VHFHSZ) within a local responsibility area (LRA).⁷⁷ Additionally, the City's General Plan Safety Element identifies the Project Site as within a VHFHSZ.⁷⁸

However, all components associated with the Project would be subject to the 2022 California Building Code and the California Fire Code, or the current edition at the time the Project is permitted and developed, as amended by the Ventura County Fire Code (Ventura County Municipal Code Section 5111, Ordinance No. 31). These codes include provisions for building materials, vegetation clearance, and defensible space for fire prevention and life safety. The Project would contain an early suppressions fast-response automatic fire prevention sprinkler system throughout the building, as well as automatic system monitoring and alarms. The Project design would provide a fire-protective shell consisting of concrete exterior walls, anodized aluminum and hollow metal doors, and a flat roof with no eaves or soffit vents that could allow fire embers to enter the structure.

Additionally, Project landscaping would be required to meet VCFD and state fire safety requirements for defensible space and be routinely maintained and not allowed to become dry or overgrown such that it would create a fire hazard. Proposed landscaping does not include highly flammable plants prohibited by VCFD Guideline 410, Prohibited Plant List. In accordance with VCFD Guideline 416, projects located within a VHFHSZ, such as the Project, are required to submit final landscape plans to VCFD for review and approval. Final landscape plans must show compliance with VCFD Fire Code; Standard 515 (Defensible Space and Fuel Modification Zones); Standard 517 (Application of Mulch and Chips in Defensible Space); Guideline 410 (Prohibited Plant List); Guideline 417 (Plant Reference Guide); Guideline 418 (Defensible Space); and Government Code 51182, Public resources Code 4291, Calif. Code Regulations Title 14 Sec 1299.03 and CCR Title 19 Sec 3.07, as applicable; and recordation of a Fuel Modification Covenant and Agreement is required prior to final VCFD acceptance inspection.⁷⁹ Any existing vegetation

⁷⁷ California Department of Forestry and Fire, FHSZ Viewer, <https://egis.fire.ca.gov/FHSZ/>.

⁷⁸ City of Thousand Oaks, General Plan, Safety Element, March 2014.

⁷⁹ Ventura County Fire Department, Guideline 416 (Landscape and Fuel Modification Zone Plans), https://vcfd.org/wp-content/uploads/2021/11/416-Landscape_and_Fuel_Modification_Zone_Plans.pdf.

that the Project would retain would also require modification or removal to comply with Standard 515.

Implementation of the above fire protection and life safety features standardized in the California Building and Fire Codes, as implemented by the TOMC, in addition to the VCFD and state fire safety requirements for defensible space, would limit the potential for the Project to exacerbate wildfire risks in such a manner as to expose Project occupants to wildfire or pollutant concentrations from a wildfire to the degree possible. Therefore, this impact would be less than significant.

Mitigation Measures

None required.

CUMULATIVE IMPACTS

The Project Site is not listed on a hazardous materials database compile pursuant to Government Code Section 65962.5 and is not located within proximity to an airport or within an airport land use plan area; therefore, the Project would not have the potential to contribute to a cumulative impact related to such issues. In addition, there are no related projects proposed for within one-quarter mile of the Passageway School,⁸⁰ and no cumulative impact would occur. However, as described above, there are a variety of hazardous material and public health and safety issues that are relevant and applicable to the proposed Project. Many potential impacts related to hazardous materials and public health and safety risks, including the routine use of potentially hazardous materials, the release of hazardous materials into the environment, interference with emergency response and evacuation plans, and risks from wildland fires, would be minimized due to compliance with federal, state, and local regulations, as well as building code standards and safety requirements. These legal requirements and regulations would minimize the potential for health and safety risks.

Cumulative projects would also be subject to these federal, state, and local regulations and building code standards related to hazardous materials and other public health and safety issues. In a manner similar to the proposed Project, adherence to these regulatory requirements and standards would reduce incremental impacts associated with public exposure to health and safety hazards in each of the affected project areas. Additionally, most hazardous material and safety-related risks are localized, generally affecting a specific site and immediate surrounding area, thus minimizing the potential for an impact to combine with another project to create a cumulative scenario.

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, construction and operation of the proposed 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.

⁸⁰ *City of Thousand Oaks, Community Development Department, Development Activity Report Map, <http://map.toaks.org/Html5Viewer/Index.html?Viewer=dar>.*

For these reasons, the proposed Project would not result in cumulatively considerable impacts related to hazards and hazardous materials.

4.10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following analysis of impacts to hydrology and water quality that could potentially occur as a result of construction or operation of the Project is based, in part, on a Stormwater Compliance Study prepared by Ware Malcolm, in August 2022.⁸¹ The Stormwater Compliance Study is included as Appendix J to this IS/MND and its findings, conclusions, and recommendations are incorporated by reference herein.

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact.

Construction

During Project construction, particularly during the grading phase, stormwater runoff from precipitation events could cause exposed and stockpiled soils to be subject to erosion and convey sediments into municipal storm drain systems. In addition, onsite watering activities to reduce airborne dust could contribute to pollutant loading in runoff. Pollutant discharges relating to the storage, handling, use and disposal of chemicals, adhesives, coatings, lubricants, and fuel could also occur. However, as construction would disturb more than 1 acre of soil, prior to the issuance of any grading permit and the commencement of any clearing, grading or excavation, the Project would be required to obtain NPDES coverage under the California Statewide Construction General Permit (General Permit) and prepare a site-specific SWPPP for review and approval by the City as an implementing party of the LARWQCB, which administers the NPDES system in Ventura County.

The SWPPP would set forth BMPs for stormwater and non-stormwater discharges to minimize the discharge of pollutants in stormwater runoff during construction. BMPs can include physical barriers to prevent erosion and sedimentation, such as sandbags and straw wattles at storm drain inlets, limitations on work periods during storm events, stabilized construction entrance/exit, protection of stockpiled materials, and a variety of other measures would substantially reduce the potential for surface water quality violations from occurring during construction. The City is also 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 of Ventura permit, the City is required to ensure implementation of adequate BMPs at active construction sites. Additionally, as discussed in Section 4.9, Hazards and Hazardous Materials, all hazardous materials required for construction would be used and stored in designated construction staging areas within the boundaries of the Project Site and their transport, use, and storage would be conducted in accordance with all applicable state and federal laws.

Based on the depth to groundwater in the vicinity of the Project Site (53 feet and 85 feet below the ground surface⁸²) and the maximum anticipated depth of excavation required for the

⁸¹ Ware Malcolm, *Stormwater Compliance Study for Parcel Map: 4013, August 18, 2022.*

⁸² SCS Engineers, *Phase I Site Assessment, 1300 Lawrence Drive, Approximately 6.75-Acre Parking Lot Site, Newbury Park, California 91320, March 25, 2022, page 4.*

proposed warehouse building (10 feet below the exiting grade) construction would not be expected to encounter groundwater. In addition, no active groundwater wells that would provide a direct conduit to groundwater are located at the Project Site. As such, construction would not have the potential to encounter or introduce contaminants into the groundwater.

Operation

Impacts to surface water quality from land uses such as the Project can result from migration of pollutants such as oil and grease from parking areas or trash from improperly enclosed receptacles. However, the MS4 Permit also requires projects to implement LID features in order to reduce urban runoff pollution to the “maximum extent practicable.” New development and significant redevelopment are required to incorporate site design principles and techniques, source control measures, retention BMPs, biofiltration BMPs, and/or treatment control measures to reduce water-quality impacts during Project operations, as well as implement maintenance procedures to ensure that selected LID features provide effective, long-term pollution control.

Based on a review of preliminary grading plans, the Project’s LID features would consist of three modular wetlands installed upstream of storm drain inlets along Corporate Center Drive and full capture filters in catch basins throughout the Site. Based on the low measured infiltration rate of the subsurface materials (0.07 inches per hour), the Project’s Stormwater Compliance Study determined that infiltration is infeasible at the Site.⁸³ Therefore, stormwater runoff would ultimately be discharged to the existing municipal stormwater drainage system after undergoing trash removal in the catch basin filters and water quality treatment in the modular wetlands.⁸⁴ The Project’s LID features would meet the requirements of the MS4 Permit and would also be designed in accordance with the Ventura County Technical Guidance Manual for Stormwater Quality Control Measures Manual. As with construction, based on the depth of the groundwater beneath the Project Site, operation of the Project would not require dewatering and would not have any other direct contact with the groundwater table.

Summary

Incorporation of mandated BMPs during construction and installation of LID features for Project operations, as described above, would filter out stormwater contaminants such that the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water. Additionally, neither construction nor operation would encounter or have access to groundwater, and would accordingly not have the potential to violate water quality standards or substantially degrade the underlying groundwater. Impacts would be less than significant.

⁸³ Ware Malcomb, *Stormwater Compliance Study for Parcel Map: 4013, August 18, 2022, page 4.*

⁸⁴ Ware Malcomb, *Stormwater Compliance Study for Parcel Map: 4013, August 18, 2022, page 3.*

Mitigation Measures

None required.

- b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

Less than Significant Impact. Based on the depth to groundwater beneath the Site, neither construction nor operation would require dewatering. In addition, construction and operation of the Project would use a municipal water supply and do not propose the use of any wells or other direct means of extracting groundwater for water supply use. The Project Site overlies the Conjeo Groundwater Basin.⁸⁵ According to the City's 2020 Urban Water Management Plan (UWMP), groundwater from the underlying Basin is not currently part of the City's water supply, but may be used beginning in 2025.⁸⁶ However, based on the low measured infiltration rate of the subsurface materials (0.07 inches per hour),⁸⁷ it is unlikely that the Project Site serves as an existing source of groundwater recharge for the Basin. In addition, once constructed, the Project would result in a reduction of impervious surfaces from what is current onsite. Approximately 6.1 acres out of the total 6.64 acres of the Project Site is currently covered with impervious surface area (92 percent coverage). The Project would result in a total of 5.82 acres of impervious surface area (88 percent coverage). As such, the Project would not substantially directly interfere with groundwater recharge or impede sustainable groundwater management of the Basin.

Potable water would be supplied by California American Water Company (Cal-Am), a private water supplier that imports water from Calleguas Municipal Water District (CMWD).⁸⁸ CMWD is a wholesale water agency whose primary source of water is State Water Project (SWP) water purchased from Metropolitan Water District of Southern California (MWD). Although, CMWD has incorporated groundwater storage strategies and water transfer agreements into its water resources portfolio, CMWD does not pump native groundwater.⁸⁹ Furthermore, purchased SWP water is sourced from surface water in Northern California, primarily the Feather River Watershed located east of the California-Nevada border near Reno. Therefore, the Project's water demand would not substantially indirectly interfere with groundwater recharge or impede sustainable groundwater management of basins under the purview of the water supplier(s).

Based on the above, impacts on groundwater recharge and management of groundwater basins would be less than significant.

⁸⁵ California Department of Water Resources, SGMA Basin Prioritization Dashboard Map, <https://gis.water.ca.gov/app/bp-dashboard/final/>.

⁸⁶ City of Thousand Oaks, 2020 Urban Water Management Plan, June 2021, pages 5-7 to 5-8.

⁸⁷ Ware Malcomb, Stormwater Compliance Study for Parcel Map: 4013, August 18, 2022, page 4.

⁸⁸ City of Thousand Oaks, Public Works Department, Water Service Areas Map, <https://www.toaks.org/departments/public-works/maintenance/water-supply-quality/water-service-areas>.

⁸⁹ Calleguas Municipal Water District, 2020 Urban Water Management Plan, June 2021, page 6-5.

Mitigation Measures

None required.

- c) **Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**

- i) **Result in substantial erosion or siltation on- or off-site?**

Less than Significant Impact. There are no streams or rivers on or in the vicinity of the Project Site and, as detailed in response to Checklist Question 4.10(b), the Project would result in a reduction of impervious surface area at the Project Site as compared to existing conditions. Runoff from the parking lot area of the Project Site is currently collected in concrete gutters throughout the Site that convey flow into two catch basins located at the northwest corner of the Site, and ultimately conveyed into a public catch basin at the southeast corner of the intersection of Lawrence Drive and Corporate Center Drive via an 18-inch, onsite storm drain pipe located in the northern portion of the Site. Runoff from the existing landscape areas along the Site's western, northern, and eastern boundary currently flows into Lawrence Drive, Corporate Center Drive, and a concrete channel located adjacent to the Site's eastern boundary, which conveys flow northeasterly into a parkway drain within Corporate Center Drive, respectively.

Pursuant to LID requirements for new development, the Project would include onsite drainage improvement BMPs, including catch basins and modular wetlands designed to screen trash and treat stormwater prior to discharge in the existing storm drain system. Specifically, runoff would drain into new onsite gutters and be collected by a series of catch basins along onsite storm drains, which would convey flow into three modular wetlands located along the Site's northern border for treatment prior to discharge into the existing 18-inch storm drain onsite, and ultimately into the public storm drain catch basin at the corner of Lawrence Drive and Corporate Center Drive. Accordingly, the Project's Stormwater Compliance Study determined that the overall drainage pattern would remain unchanged following implementation of the Project.⁹⁰ In addition to preventing the discharge of pollution, LID BMPs, such as the Project's catch basins and modular wetlands, also prevent erosion and siltation. As the majority of the Project Site would be covered in impervious surfaces and no areas of exposed soil would be permitted at the Site, the proposed treatment system would have no contact with eroded soils or sediment prior to discharge into the public storm drain system. Accordingly, the Project would not alter the existing drainage pattern of the Site or area in a manner which would result in substantial erosion or siltation. The impact would be less than significant.

⁹⁰ Ware Malcomb, *Stormwater Compliance Study for Parcel Map: 4013, August 18, 2022, page 3.*

Mitigation Measures

None required.

ii) **Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

Less than Significant Impact. As discussed above, the Project would not alter the existing overall drainage pattern of the Site or area. Furthermore, although the primary focus of LID requirements is to prevent the discharge of pollutants into receiving waters, implementation of LID BMPs have been shown to significantly reduce runoff volume and reduce the need for flood control.⁹¹ In the case of onsite biofiltration systems that release stormwater above the design volume (i.e., the LID design that would be implemented under the Project), the MS4 Permit requires all new development and redevelopment projects to control 1.5 times (i.e., 150 percent) the amount of stormwater runoff volume that results from (1) the 85th percentile 24-hour runoff event using a 48 to 72-hour draw down time; (2) the volume of annual runoff based on unit basin storage water quality volume; or (3) the volume of runoff produced from a 0.75-inch storm event. Table 4.10-1, Existing and Proposed Stormwater Runoff Volumes, compares the volume of runoff that would leave the Project Site following 10-year, 25-year, and 50-year storm events under existing and proposed conditions.

Table 4.10-1, Existing and Proposed Stormwater Runoff Volumes

Condition	Volume of Runoff (cfs)		
	10-Year Storm	25-Year Storm	50-Year Storm
Existing	11.31	14.36	17.18
Proposed	7.57	9.69	11.63

cfs = cubic feet per second

Source: Ware Malcomb, Stormwater Compliance Study for Parcel Map: 4013, August 18, 2022, page 5.

As shown in Table 4.10-1, there would be a reduction in the volume of stormwater runoff following a 10-year, 25-year, and 50-year storm events under Project conditions as compared to existing conditions. Therefore, the Project would not increase the potential for offsite flooding as a result of changes to drainage patterns. In addition, the proposed biofiltration system would be designed with an internal bypass or overflow system to prevent upstream flooding due to large storm events exceeding LID-required design storm levels, and, consistent with requirements of the MS4 Permit, all stormwater BMPs would be designed to drain within 72 hours of the end of the rain event, which would prevent ponding or flooding onsite in the vicinity of the biofiltration modules.

⁹¹ California Regional Water Quality Control Board, Los Angeles Region, Order R4-2010-0108, NPDES Permit No. CAS004002, Waste Discharge Requirements for Storm Water (Wet Weather) and Non-Storm Water (Dry Weather) Discharges from the Municipal Separate Storm Sewer Systems Within the Ventura County Watershed Protection District, County of Ventura and the Incorporated Cities Therein, July 8, 2010, pages 8 and 11.

Accordingly, the Project would not alter the existing drainage pattern of the Site or area in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite. The impact would be less than significant.

Mitigation Measures

None required.

- iii) **Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

Less than Significant Impact. As discussed above, the Project would not alter the existing overall drainage pattern of the Site or area and would reduce the volume and speed of runoff from the Site as compared to existing conditions. Accordingly, because the capacity of the stormwater drainage system within Corporate Center Drive adequately handles the Site's runoff under existing conditions, it is anticipated that it would sufficiently handle the Site's runoff under Project conditions. In addition, as discussed in response to Checklist Question 4.10(a), the Project would be required to implement LID features to reduce the release of pollution in stormwater runoff to the maximum extent practicable. The Project's proposed catch basins and modular wetlands are designed to screen trash and treat stormwater for pollutants prior to discharge in the public storm drain system. Therefore, the Project would not alter the existing drainage pattern of the Site or area in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The impact would be less than significant.

Mitigation Measures

None required.

- iv) **Impede or redirect flood flows?**

No Impact. According to the Federal Emergency Management Agency (FEMA)'s Flood Insurance Rate Map, the Project Site is within Zone X, which is a designation for areas of minimal flood hazard.⁹² In addition, no watercourses or major drainages that may overflow or breach a levee are located on or near the Project Site,⁹³ nor is the Site located within a tsunami hazard area.⁹⁴ The Project Site is also not located within the

⁹² Federal Emergency Management Agency, *Flood Insurance Rate Map, City of Thousand Oaks, FEMA Map Number 06111C0958E, effective January 20, 2012*, <http://msc.fema.gov/portal>.

⁹³ City of Thousand Oaks, *General Plan Safety Element, March 2014, Figure 8: Flood Zones*.

⁹⁴ California Department of Conservation, *Ventura County Tsunami Hazard Areas*, <https://www.conservation.ca.gov/cgs/tsunami/maps/ventura>.

potential inundation area of a dam or a seiche zone of a large waterbody.⁹⁵ As such, the Project Site would not be expected to encounter flood flows and the Project does not propose any structures designed to redirect flood flows, such as a dam or levee. Therefore, no impact would occur.

Mitigation Measures

None required.

d) Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. As discussed above, the Project Site is not located within a flood hazard, tsunami, or seiche zone. Therefore, the Project would not have the potential to release pollutants as a result of inundation and no impact would occur.

Mitigation Measures

None required.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact.

Water Quality Control Plans

Water quality control plans applicable to the Project include the LARWQCB's Water Quality Control Plan, Los Angeles Region: Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan). Adopted by the LARWQCB, the Basin Plan designates beneficial uses for surface and groundwaters, sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy, and describes implementation programs to protect all waters in the Los Angeles Region. In addition, the Basin Plan incorporates (by reference) all applicable State and Regional Board plans and policies and other pertinent water quality policies and regulations.

Construction and operation of the Project would involve activities that have the potential to conflict with the water quality goals in the Basin Plan through the spread of contaminants into surface or groundwater supplies. However, as previously detailed, construction of the Project would prevent the spread of contaminants into groundwater through compliance with all relevant NPDES requirements related to discharges from dewatering operations and would prevent the spread of contaminants into surface water through adherence to applicable regulations and BMPs for the handling and storing of hazardous materials, and the requirements of the NPDES Permit, including implementation of an SWPPP for the prevention of erosion and spread of polluted

⁹⁵ City of Thousand Oaks, *General Plan Safety Element, March 2014, Figure 9: Dam Inundation Areas.*

runoff. These regulations and practices effectively control the potential stormwater pollution to surface water during construction.

Anticipated and potential pollutants generated by operation of the Project would be addressed through the implementation of approved LID BMPs. As a Permittee under the Ventura County NPDES MS4 Permit, the City require development and redevelopment to implement stormwater BMPs that comply with water quality objectives, including capturing and treating stormwater runoff. To comply with these requirements, the Project would include catch basins and modular wetlands designed to screen trash and treat stormwater for pollutants prior to discharge in the public storm drain system pursuant to guidance contained within the County of Ventura Technical Guidance Manual for Water Quality Control Measures. Furthermore, the use and disposal of hazardous materials associated with operations of the warehouse building would comply with all applicable existing federal, state, and local regulations regarding the handling, storage, and disposal of such materials.

Compliance with the NPDES MS4 permit and the County of Ventura Technical Guidance Manual for Water Quality Control Measures requirements would ensure that the Project does not conflict with or obstruct water quality control plans and impacts would be less than significant.

Sustainable Groundwater Management Plans

On September 16, 2014, the State of California signed into law the Sustainable Groundwater Management Act (SGMA). Comprised of three bills, AB 1739, SB 1168, and SB 1319, the SGMA provides a framework for long-term sustainable groundwater management across California and 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 the roadmap laid out by the legislation, local and regional authorities in medium and high priority groundwater basins have formed Groundwater Sustainability Agencies (GSAs) that will oversee the preparation and implementation of a local Groundwater Sustainability Plan (GSP).

The Project Site overlies the Conejo Groundwater Basin. The Conejo Groundwater Basin is designated as a very low priority basin⁹⁶ and as such, does not require a GSA and no GSP is applicable to the Project Site. Furthermore, neither construction nor operation of the Project is anticipated to encounter groundwater, therefore, the extraction of groundwater would not be required. Additionally, as detailed in response to Checklist Question 4.10(b), the Project would not (1) directly interfere with groundwater recharge as the Project Site is unlikely to serve as an existing source of groundwater recharge for the Basin and implementation of the Project would result in a reduction of impervious surface area at the Site; or (2) indirectly interfere with groundwater recharge as the Project's water supply would be provided by CMWD, which does

⁹⁶ California Department of Water Resources, SGMA Basin Prioritization Dashboard Map, <https://gis.water.ca.gov/app/bp-dashboard/final/>.

not pump native groundwater.⁹⁷ Accordingly, the Project would not conflict with or obstruct sustainable groundwater management plans and impacts would be less than significant.

Mitigation Measures

None required.

CUMULATIVE IMPACTS

Surface Water Hydrology and Water Quality

The Project is an infill, redevelopment project that would result in temporary exposure of soils during construction within a highly urbanized area. Such projects can result in temporary increases in stormwater runoff and can introduce construction-related pollutants to runoff. However, 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 MS4 Permit. Under this County of Ventura permit, the City is required to ensure implementation of adequate runoff control BMPs at active construction sites to minimize off-site water quality impacts. Upon compliance with such regulations, the Project, in combination with related cumulative projects, would not create or contribute to a cumulatively considerable stormwater impact during construction. Similarly, in accordance with the MS4 Permit and the Ventura County Stormwater Manual, the Project and all cumulative projects would be required to implement LID features to prevent water quality impacts during Project operations through required reduction in the volume and velocity of stormwater runoff. Therefore, development of the proposed Project, in combination with cumulative related projects, would be expected to incrementally reduce stormwater runoff from the area over time, which would incrementally improve the quality of such runoff and reduce the potential for erosion and downstream impacts, such as flooding.

Through compliance with the NPDES and MS4 Permit and incorporation of operational LID BMPs, related projects would result in less than significant hydrology and water quality impacts. Because the proposed Project would also comply with the NPDES and MS4 Permit and include LID BMPs, the proposed Project's contribution to potential cumulative hydrology and water quality impacts would be less than cumulatively considerable.

Groundwater Hydrology and Water Quality

Cumulative development has the potential to reduce groundwater supply through interference with recharge as a result of increased impervious surface area or through increased water supply demand. However, it is not expected that cumulative development would substantially interfere with groundwater recharge as most of the related projects are located on infill sites that currently contain varying amounts of impervious surface areas that drain to the public stormdrain system and, accordingly, do not currently contribute to groundwater recharge. Additionally, as the related projects are located in a highly urbanized area, any potential reduction in groundwater recharge due to the overall net change in impervious surfaces within the area encompassed by the related projects sites would be minimal in the context of

⁹⁷ *Calleguas Municipal Water District, 2020 Urban Water Management Plan, June 2021, page 6-5.*

the regional groundwater basin. With regard to water supply demands, as previously discussed, CMWD does not pump native groundwater to meet supply demands and groundwater from the Conejo Groundwater Basin is not currently part of the City's water supply. According to the City's 2020 UWMP, the Basin may be used for water supply beginning in 2025. However, even without the use of water from the Basin, CMWD's 2020 UWMP projects that CMWD will have sufficient supplies to meet City water demands through 2045, and anticipates having surplus supplies, including during 5 consecutive drought years.⁹⁸ Growth associated with the development of related projects would be within levels anticipated for the City and, accordingly, would be accounted for in the City's and water suppliers' planning projections. Furthermore, any such use of groundwater from the Basin would be subject to the requirements of the SGMA to manage the groundwater in a sustainable way.

With respect to groundwater quality, future growth in the City would be subject to LARWQCB requirements relating to groundwater quality. The Project would not expand any potential areas of contamination, increase the level of contamination, or cause regulatory water quality standard violations, as defined in the California Code of Regulations, Title 22, Division 4, Chapter 15 and the Safe Drinking Water Act. Similarly, related projects would be required to comply with all applicable laws, rules and regulations related to groundwater quality.

Based on the above, the cumulative impact to groundwater hydrology and water quality would be less than significant and the Project's impact would be less than cumulatively considerable.

⁹⁸ *Calleguas Municipal Water District, 2020 Urban Water Management Plan, June 2021, page 1-2.*

4.11 Land Use and Planning

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Would the project physically divide an established community?

Less than Significant Impact. The Project Site is currently developed with a paved, surface parking lot and landscaping and is located within a developed industrial and commercial area. The Project Site abuts Lawrence Drive and Corporate Center Drive, with existing vehicular access from both streets. The Project would not directly disrupt, divide, or isolate an existing neighborhood or community, as all proposed improvements would occur within the boundaries of the existing Project Site. Additionally, the Project would not cause any permanent street closures, block access to any surrounding land use, or cause any change in the existing street grid system. Implementation of the Project would result in further industrial development within an already developed, industrial and commercial area, and it would include the construction of sidewalks along the Project’s frontage expanding pedestrian connectivity. Industrial and warehouse buildings with two-story massing currently exist both on the same side of and across Lawrence Drive and Corporate Center Drive and therefore, the construction of a new industrial warehouse with a two-story massing would not create a conflict of scale, intensity, or use that would serve as an indirect physical division. As such, the Project would not physically divide an established community and impacts would be less than significant.

Mitigation Measures

None 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?

Less than Significant Impact. Regionally, the Project Site is located within the planning area of SCAG, the federally designated metropolitan planning organization. SCAG is responsible for

reviewing regionally significant local plans, projects, and programs for consistency with SCAG's adopted regional plans. As the Project proposes a 120,348-square-foot warehouse that is projected to employ 360 employees on a 6.64-acre, the Project does not meet the criteria for being regionally significant pursuant to the CEQA Guidelines, Section 15206(b); therefore, no further analysis of SCAG consistency is required. The Project is also located within the regional planning area of the SCAQMD AQMP. As evaluated in Checklist Section 4.3, Air Quality, the Project is consistent with the AQMP, and no further analysis is required.

Locally, the Project Site is located within the jurisdiction of the City of Thousand Oaks and is therefore subject to the Thousand Oaks General Plan and the TOMC, including Specific Plan 15 contained within Appendix A. Consistency with these plans and regulations is discussed below. Only policies relevant and applicable to the Project are included.

Thousand Oaks General Plan

Pursuant to state law, a General Plan includes a statement of development policies and a diagram (or diagrams) and text setting forth objectives, principles, standards, and plan proposals including the following elements: (1) land use, (2) circulation, (3) housing, (4) conservation, (5) open space, (6) noise, and (7) safety.⁹⁹ The City's General Plan contains all seven state-mandated elements, as well as a number of optional elements, such as the Forestry, Scenic Highways, and Public Buildings elements. As applicable, the General Plan policies and elements are discussed under the applicable sections of this IS/MND. The Land Use Element has the broadest scope of all the General Plan Elements. The Land Use Element establishes the pattern of land use in the City and sets standards and guidelines to regulate development. The Project Site has a land use designation of "Industrial." Table 4.11-1, Project Consistency with General Plan Goals and Policies, discusses the Project's consistency with applicable goals and policies of the City's General Plan.

Table 4.11-1, Project Consistency with General Plan Goals and Policies

Goals and Policies	Analysis of Project Consistency
General Plan Goals	
To enhance and preserve the spaciousness and attractiveness of the Conejo Valley.	Consistent. The Project's appearance would be compatible with existing industrial and commercial land uses in the immediate and greater vicinity. The Project Site would be surrounded by landscape borders on all sides and would not be visually incompatible or identifiable in views of the Conejo Valley.
To develop appropriate tools enabling commercial, industrial and residential development to flourish in an efficient and compatible manner.	Consistent. The Project would develop an industrial warehouse on a property designated and zoned for industrial land uses and would be compatible with the existing surrounding industrial and commercial land uses.

⁹⁹ California Government Code, Article 8, Section 65302.

Table 4.11-1, Project Consistency with General Plan Goals and Policies

Goals and Policies	Analysis of Project Consistency
General Plan Policies	
<i>General Development</i>	
<p>The City's unique natural setting will be a guide to its future physical shape. In general, development will occur in the low-lying areas with the natural hills and mountains being preserved in open space. A ring of natural open space will be created around the City. The City will support and encourage open space/greenbelt buffers around it, separating the City from adjoining communities.</p>	<p>Consistent. The Project would be developed within a low-lying area and would not be located within or encroach upon the natural hills, mountains, or open space areas.</p>
<p>Highly intensive land uses—major industrial and commercial centers—should be located in proximity to or within easy access of the Ventura Freeway corridor.</p>	<p>Consistent. The Project Site is located approximately 0.75-mile to the north of the Ventura Freeway, with access provided via the Rancho Conejo Boulevard/Borchard Road and Wendy Drive exits.</p>
<i>Commercial/Industrial</i>	
<p>Employment centers which provide industrial and commercial employment, consistent with community needs, shall be encouraged.</p>	<p>Consistent. The Project would develop an industrial warehouse within an area designated and zoned for industrial and commercial land uses.</p>
<p>Low profile and aesthetically designed signage shall be allowed for all developments; no billboards shall be allowed.</p>	<p>Consistent. The Project's conceptual signage is low profile and aesthetically designed to be compatible with the proposed development in both materials and color palette and no billboards would be installed. For additional discussion of signage design, refer to Checklist Question 4.1(c). As detailed there, signage anticipated for the Project would be consistent with all applicable signage regulations.</p>
<i>Industrial</i>	
<p>Industrial development should occur in the designated major complexes near the Ventura Freeway and at the western and eastern ends of the Planning Area (Rancho Conejo and Westlake industrial areas).</p>	<p>Consistent. The Project would develop an industrial warehouse within the Rancho Conejo industrial area.</p>
<p>Industrial development should comply with the City's height restrictions. Exceptions, including through height overlays, may be appropriate under certain circumstances.</p>	<p>Consistent with Height Waiver. The Project includes a request for a height waiver to allow a 37-foot-tall building (to top of parapet and mechanical equipment). Although the Project would exceed the height restriction established for the Site, as detailed further in response to Checklist Question 4.1(c), the Project would be substantially consistent with the intent of height limitations. With approval of the requested</p>

Table 4.11-1, Project Consistency with General Plan Goals and Policies

Goals and Policies	Analysis of Project Consistency
	height waiver, the Project would be consistent with the height limitation for the Site.
<i>Additional</i>	
Aesthetics: As the City ages, it is important to maintain, improve and enhance the City's aesthetic appearance.	Consistent. Refer to Section 4.1, Aesthetics. As detailed there, the Project's impacts with regard to aesthetics would be less than significant.
Air Quality: The City shall place high priority on maintaining and improving local and regional air quality.	Consistent. Refer to Section 4.3, Air Quality, and Section 4.8, Greenhouse Gas Emissions. As detailed there, the Project's impacts with regard to air quality and GHG emissions would be less than significant.
Archaeology: The City shall preserve and protect archaeological resources for future generations and the Conejo Valley's cultural heritage.	Consistent. Refer to Section 4.5, Cultural Resources, and Section 4.18, Tribal Cultural Resources. As detailed there, with implementation of mitigation measures, the Project's impacts with regard to archeological resources would be less than significant.
Conservation/Natural Resources: The City shall preserve and protect the unique biodiversity of the City's open spaces and wetlands, including natural arroyos and oak trees.	Consistent. Refer to Section 4.4, Biological Resources. As detailed there, with implementation of mitigation, the Project would replace the two existing Oak trees at the Project Site that meet the City's preservation and protection criteria with types and sizes consistent with the Oak Tree Preservation and Protection Ordinance and Oak Tree Preservation and Protection Guidelines.
<i>Source: City of Thousand Oaks, General Plan Goals and Policies.</i>	

City of Thousand Oaks Municipal Code**Rancho Conejo Industrial Park Specific Plan (Specific Plan 15)**

Specific Plan 15 was created to provide specific development standards for industrial properties previously within an unincorporated area of Ventura County that were annexed to the City. Standards established by Specific Plan 15 that are applicable to the Project include those for land uses, setbacks, parking requirements, and minimum lot sizes and supersede those established for the "Industrial Park" (M-1) Zone provided in Article 16 of the Zoning Ordinance.

Land Use

Permitted land uses under Specific Plan 15 include those land uses allowed by Section 9-4.1602 of Article 16, which allows warehouse buildings on sites located over 400 feet from existing residentially-zoned properties with a Development Permit. The Project Site is not located within 400 feet of any residentially-zoned property and upon issuance of the Project's Development Permit, the Project would comply with the permitted uses for the M-1 Zone under Article 16 and, accordingly under Specific Plan 15.

Setbacks

Specific Plan 15 states that *“the provision of Section 9-4.1605(d) of the Thousand Oaks Municipal Code which requires a one hundred (100') foot setback from centerlines of adjacent streets shall not apply. Instead, all structures shall have a minimum setback of twenty (20') feet from the property line adjacent to a street.”* Although Specific Plan 15 allows for a reduced setback from the centerline of the adjacent roads of 20 feet, the Project would be setback approximately 70 feet from the property line and in excess of 100 feet from the centerline of Lawrence Drive and Corporate Center Drive, complying with the more stringent requirement of Article 16, and accordingly, with the setback requirements of Specific Plan 15.

Parking Requirements

Specific Plan 15 states that *“unless the City can demonstrate good reason to require a lower percentage, industrial uses, research and development uses, and large scale employment centers (e.g. corporate offices) shall be granted a compact parking ratio of thirty-five (35%) percent.”* Although the Project would be permitted to include up to 37 compact parking spaces out of the total of 191 spaces proposed, the Project would only include 35 compact parking spaces (18 percent), complying with Specific Plan 15.

Minimum Lot Size

Specific Plan 15 states that *“The provision of Section 9-4.1605(k) of the Thousand Oaks Municipal Code, which provides for a minimum lot area of twenty thousand (20,000) square feet for lots created after September 5, 1969, shall apply. Provided, however, that lots smaller than twenty thousand (20,000) square feet, but in no case less than ten thousand (10,000) square feet, may be allowed in conjunction with site plan approval by a Development Permit or Special Use Permit.”* The Project Site is 289,046 square feet, which complies with the minimum standard of Specific Plan 15.

Transportation Demand and Trip Reduction Standards and Measures

Established within TOMC Section 9-4.4003, the City’s Transportation Demand and Trip Reduction Standards and Measures includes development standards for nonresidential designed to reduce single-passenger vehicle trips based on tiers of employment (50 or more, 100 or more, and 150 or more employees). Specific standards and measures applicable to nonresidential developments employing over 50 employees include informational displays providing details on public transit, rideshare, bicycle route, and pedestrian facilities and services available to employees. All proposed streets and driveways that serve as the main access from development buildings to exterior street systems are required to include sidewalk facilities and bicycle routes as feasible. Additional standards and measures required for developments employing over 100 employees include preferential siting of and adequate accessibility to carpool/vanpool parking spaces, the minimum number of which are calculated based on development square footage. Secured bicycle parking with safe and convenient access is also required consistent with the Public Works and

Community Development Departments. Nonresidential developments of greater than 150 employees must also provide vanpool/carpool loading as feasible, sidewalks/designated pathways of direct and safe routes between development buildings(s) and to the external pedestrian circulation system, and, if determined necessary and feasible by the Public Works and Community Development Departments, bus stop improvements, showers/changing rooms/lockers, and eating areas.

Because the Project would result in an estimated 360 employees, the Project would be required to incorporate all standards and measures required for nonresidential developments of all three employment tiers. As detailed in Section 2.3, Project Characteristics, of this IS/MND, the Project would provide ADA-accessible pedestrian paths of travel to the proposed building from proposed sidewalks along both Corporate Center Drive and Lawrence Drive, as well as 10 bicycle parking spaces. Consistent with TOMC Section 9-4.4003, compliance with all transportation demand and trip reduction standards and measures would be demonstrated on the Project's final site plans to be submitted with entitlement requests and would be required by the City as conditions of approval through the land use entitlement process. Through the entitlement process, the Project would be consistent with TOMC Section 9-4.4003.

Furthermore, as detailed in Checklist Section 4.17, Transportation, of this IS/MND, recommendation measure RM-TR includes strategies and measures to further strengthen the transportation demand and trip reduction standards and measures requirements of TOMC Section 9-4.4003. Although the Project would not conflict with TOMC Section 9-4.4003 and RM-TR is not required of the Project, should the City's Planning Commission choose to include RM-TR as a condition of approval for the Project, the Project would implement additional measures consistent with the intent of TOMC Section 9-4.4003.

Summary

As detailed above, the Project would be substantially consistent with the majority of the goals, policies, and standards established in the City's General Plan and the TOMC, including Specific Plan 15. Following approval of the requested height waiver and issuance of the Development Permit, both required for approval and implementation of the Project, the Project would be consistent with all applicable goals, policies, and standards established for the Site. Therefore, the Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and impacts would be less than significant.

Mitigation Measures

None required.

CUMULATIVE IMPACTS

The General Plan attempts to facilitate growth complimentary to adjacent land uses. Projects that can divide communities, such as new freeways, have long been recognized as an adverse effect on neighborhoods. Therefore, the General Plan attempts to avoid such development in areas of established communities. The Project would not divide established communities and would have no cumulative contribution to impacts on dividing established communities. In addition, as described above, the Project would be substantially consistent with the goals, policies, and standards established for the Site by the General Plan and the TOMC, including Specific Plan 15, and would not alter the Site's underlying land use designation or zoning. Additional related projects within the City would also be evaluated for consistency with the General Plan and the TOMC, including Specific Plan 15 (as applicable), at the time they are proposed and evaluated pursuant to CEQA. Cumulative impacts would be less than significant and the Project's contribution would not be cumulatively considerable.

4.12 Mineral Resources

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. According to the California Geologic Energy Management Division, no oil, gas, geothermal, or other known wells are located on the Project Site or adjacent to the Site.¹⁰⁰ As such, the Project would not have the potential to interfere with extraction of oil, gas, or geothermal resources. In addition, according to the California Department of Conservation's Mineral Land Classification Maps, the Project Site is located in an area with a Mineral Resource Zone (MRZ) 1 designation, indicating that the area contains no significant mineral deposits.¹⁰¹ Due to the urbanized nature of the Project Site and its surroundings, as well as the absence of known, significant mineral resources as mapped by the state, Project implementation is not anticipated to result in loss of availability of a known mineral resource of value to the region and residents of the state. Therefore, no impact to state or regionally important mineral resources would occur.

Mitigation Measures

None required.

¹⁰⁰ California Department of Conservation, California Geologic Energy Management Division, Well Finder, <https://maps.conservacion.ca.gov/doggr/wellfinder/#openModal/-118.92813/34.19579/14>.

¹⁰¹ California Department of Conservation, California Geological Survey, Open File Report 93-10, Generalized Mineral Land Classification Map of Southern Ventura County Aggregate Resources Only, 1993, Plate 1.

- b) **Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

Less than Significant Impact. The Thousand Oaks General Plan states that there are no significant mineral resources within the City.¹⁰² Furthermore, mineral extraction is not listed as a permitted use permitted use within the Project Site's M-1 (Industrial Park Zone).¹⁰³ The Project would develop an industrial warehouse building on a currently developed site within a built-out, industrial/commercial area. Therefore, the implementation of the Project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan and no impact would occur.

Mitigation Measures

None required.

CUMULATIVE IMPACTS

The geographic scope for cumulative impacts to mineral resources is typically the boundaries of an existing mineral resource; however, as discussed above, no significant mineral resource exists within the boundaries of the Project Site or the vicinity. In addition, the analysis in this section demonstrates that the proposed Project would have no impact to mineral resources. Therefore, the Project's contribution would not be cumulatively considerable and would not result in a cumulative impact related to mineral resources.

¹⁰² *City of Thousand Oaks, General Plan, Conservation Element, October 2013, page iii.*

¹⁰³ *City of Thousand Oaks, Municipal Code, Title 9, Chapter 4, Article 21, Section 9-4.2105 Permitted Use Matrix – Non-Residential Zones.*

4.13 Noise

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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, the day–night average noise level (L_{dn}), and the community noise equivalent level (CNEL). 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.

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 serious 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. Some 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. 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 locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. According to the City' General Plan, residences, schools, hospitals, guest lodging, churches, and some passive recreation areas would typically be considered noise and vibration sensitive and may warrant unique measures for protection from intruding noise.¹⁰⁴

Sensitive receptors in the vicinity of the Project Site include: the existing residences located west of Marion Street, approximately 1,060 feet west of the Project Site; Conejo Adventist Preschool and Elementary school located at least 2,000 feet to the west; the Newberry Park Adventist Academy is located over 1,900 feet to the southwest of the Project Site; and multi-family residential uses are located east of Rancho Conejo Road, over 1,500 feet to the northeast of the Project Site.

Existing Noise Level Measurements

To assess the existing noise level environment, three short-term (15-minute) noise level measurements were taken at sensitive receiver locations in the Project study area. The receiver locations were selected to describe and document the existing noise environment at the closest sensitive receptors within the Project study area. The 15-Minute Noise Measurement Datasheet (included as Appendix K to this IS/MND) provides the location of the Project Site and the noise level measurement locations. To describe the existing noise conditions, noise level measurements were collected on February 8, 2023, which represents a typical day on which residents go to work/school. The temperature during the measurements was 72 degrees Fahrenheit, and it was mostly sunny with a 7 miles-per-hour wind.

Measurement Procedure and Criteria

The noise measurements were taken using the Larson Davis SoundTrack LxT2 sound level meter, which conforms to industry standards set forth in American National Standard Institute (ANSI) S1.4-1983 (R2006) – Specification for Sound Level Meters/Type 1, and is consistent with the requirements specified in LAMC Section 111.01(I) that the instruments be "Type S2A" standard instruments or better. This instrument was calibrated and operated according to the manufacturer's written specifications. At the measurement sites, the microphone was placed at a height of approximately five feet above the ground. Locations of noise measurements in shown on Figure 4.13-1, Noise Measurement Locations.

Noise Measurement Results

The results of the measurements are summarized in Table 4.13-1, Existing Ambient Noise Levels. The noise monitoring outputs are provided in Appendix K of this IS/MND. As shown in Table 4.13-1, the ambient

¹⁰⁴ *City of Thousand Oaks, General Plan, Noise Element, 2000.*

recorded noise levels range from 46.8 dBA L_{eq} to 59.4 dBA L_{eq} at the closest sensitive receptor locations in the Project vicinity.

Table 4.13-1, Existing Ambient Noise Levels

Noise Measurement Location	Primary Noise Sources	Noise Levels ¹		
		L_{eq}	L_{max}	L_{min}
NM 1 – Adjacent to Conejo Adventist Elementary School, west of the Project Site.	Main noise sources are from vehicular traffic travelling along Lawrence Dr, Rancho Conejo Blvd & 101 Fwy. Traffic ambiance from vehicles on other roads. Other noise sources include bird song, residential ambiance, pedestrians. Occasional low altitude aircraft, both fixed wing propeller, jet aircraft & the occasional helicopter passing overhead.	46.8	58.4	40.3
NM 2 – Adjacent to the single-family residences located west of Marion Street and Hillard Lane, west of the Project Site.		51.0	64.4	45.8
NM 3 – Adjacent to the multi-family residential uses east of Rancho Conejo Boulevard, east of the Project Site.		59.4	72.0	44.4

¹ Noise measurements were taken on February 8, 2023 at each location for a duration of 15 minutes. See Appendix K of this IS/MND for noise measurement data.

Applicable Noise Regulations and Standards

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,¹⁰⁵ the Federal Transit Administration (FTA) offers guidance on the estimation of construction noise levels from a construction site. It also provides suggested thresholds that include no more than 80 dBA L_{eq} (over an 8-hour daytime period) as received at a residential land use. Since the City does not provide a quantified construction noise limit, this analysis adopts the 80 dBA L_{eq} 8-hour FTA guidance for quantitative construction noise impact assessment.

With respect to vibration, the same above-mentioned manual from the FTA provides guidance for the assessment of vibration impacts on people (i.e., potential annoyance), building damage risk, and disruption of vibration-sensitive processes. Vibration impact criteria suggested by the FTA vary both with the frequency of vibration event occurrence and the sensitivity of the building or process that may be exposed to groundborne vibration. By way of example, a modern commercial building constructed from reinforced concrete or steel would have a vibration impact threshold of 0.5 inches/sec PPV, while a non-engineered timber or masonry structure more akin to a typical single-family or multifamily residence may have a more stringent 0.2 inches/sec PPV vibration impact criteria against which Project-attributed vibration due to construction could be assessed for the nearest such receptors in the surrounding community.

¹⁰⁵ Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, FTA Report No. 123, September 2018.

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.¹⁰⁶

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 below 65 dBA CNEL.⁹¹

Furthermore, the Noise Element of the Thousand Oaks General Plan, Chapter 4.6, Noise Considerations in Environmental Impact Reports and Negative Declarations, Section 4.6.1, identifies standards for operational noise in which a significant impact would occur at receiving sensitive land uses (i.e., residences to the east of the Project Site):¹⁰⁷

- Project-related increase of greater than 1.0 dBA at residences in areas where annual average noise level at General Plan build-out would be between 55 and 60 dBA CNEL.
- Project-related increase of greater than 0.5 dBA at residences in areas where the annual average noise level at General Plan build-out would be greater than 60 dBA CNEL.

For purposes of this noise assessment, and consistent with the "all sources" phrasing in Table 9 of Section 4.6.1 of the Noise Element, the Project-attributed increase to the outdoor ambient sound environment

¹⁰⁶ California Governor's Office of Planning and Research, *Appendix D Noise Element Guidelines*, https://opr.ca.gov/docs/OPR_Appendix_D_final.pdf, 2017.

¹⁰⁷ *City of Thousand Oaks, General Plan, Noise Element, 2000.*

(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).

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 TOMC 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).

- 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?**

Less than Significant Impact.

Construction Noise

Short-term noise impacts could occur during construction activities from either the noise impacts created from the transport of workers and movement of construction materials to and from the project site, or from the noise generated onsite during: ground clearing/excavation, grading, and building activities. No blasting or pile driving is anticipated as part of the proposed Project.

Construction noise levels would vary significantly based upon the size and topographical features of the active construction zone, duration of the work day, and types of equipment employed, as indicated in Table 4.13-2, Typical Construction Equipment Noise Levels.

Table 4.13-2, Typical Construction Equipment Noise Levels

EQUIPMENT		NOISE LEVEL (dBA) AT 50 FEET																				
		60	70	80	90	100	110															
EQUIPMENT POWERED BY INTERNAL COMBUSTION ENGINES	EARTH MOVING	Compactors (Rollers)																				
		Front Loaders																				
		Backhoes																				
		Tractors																				
		Scrapers, Graders																				
		Pavers																				

Table 4.13-2, Typical Construction Equipment Noise Levels

EQUIPMENT		NOISE LEVEL (dBA) AT 50 FEET						
		60	70	80	90	100	110	
MATERIAL HANDLING	Trucks							
	Concrete Mixers							
	Concrete Pumps							
	Cranes (Moveable)							
	Cranes (Derrick)							
STATIONARY	Pumps							
	Generators							
	Compressors							
IMPACT EQUIPMENT	Pneumatic Wrenches							
	Jack Hammers and Rock Drills							
	Pile Drivers							
OTHER	Vibrators							
	Saws							

Source: U.S. Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, NTID 300-1, 1971.

To provide a point of reference, a typical construction day with an eight-hour duration will generate 84 dBA CNEL at a distance of 50 feet from the noise source, on average.¹⁰⁸ As stated above, the closest sensitive receptor is located over 1,000 feet from the Project Site. Therefore, construction noise levels would be inaudible at the closest receptor location. Furthermore, as stated above, TOMC Section 8-11.01 exempts noise sources associated with construction, repair, remodeling, demolition or grading of any real property from compliance with the noise level limits contained in the Code, as long as the construction does not occur between the hours of 7:00 p.m. and 7:00 a.m. Monday through Saturday, or anytime on Sunday. As construction noise would not be audible at the closest sensitive receptor and the Project construction hours would comply with

¹⁰⁸ City of Perris General Plan, Noise Element, Appendix C: Technical Noise Area Definitions, page 69.

City requirements, construction of the Project would not generate a substantial increase in ambient noise levels in the vicinity in excess of standards.

Operational Noise

On-Site Noise

Parking Lot Areas

Sources of noise from parking lot areas are primarily from engine and tire noise, slamming of doors, and pedestrians. A parking lot is not considered a serene environment and the traffic noise from the adjacent roadways would provide a masking effect over the short-term, single event noise occurrences common to parking lots. As the closest sensitive receptor is over 1,000 feet from the Project Site, parking lot-related noise would be inaudible at the closest sensitive receptor location.

Loading Areas

In order to determine the noise created by the loading docks, previous noise measurements taken at a distribution center were used.¹⁰⁹ The noise measurements were collected at a distance of 25 feet from the noise source. The reference noise level measurements include the daytime and nighttime noise levels associated with idling trucks, delivery truck activities, parking, backup alarms and the refrigerated containers. As the Proposed Project does not include the use refrigerated trucks, this reference noise level would be considered worst-case. At a distance of 50 feet from the noise source, the daytime noise level is 68.3 dBA Leq. At a distance of 366 feet, that noise level is reduced down to 45 dBA Leq. All loading areas on the project site would be located over 1,000 feet from the property lines of the nearest sensitive uses. As such, the noise levels generated by the onsite loading areas would be well below 45 dBA, inaudible at the closest sensitive receptor location.

Rooftop Mechanical Equipment

In order to determine the noise created by a rooftop heating, ventilation, and air conditioning (HVAC) unit, a noise measurement was taken approximately 10 feet from a rooftop HVAC unit on an existing commercial building. The noise measurement recorded a noise level of 59.5 dBA (L_{eq}) while the HVAC unit was operational.¹¹⁰ Moving away from the rooftop HVAC unit, noise levels generated by the unit decreased to 53.5 dBA (L_{eq}) at 20 feet, to 47.5 dBA (L_{eq}) at 40 feet, and to 41.5 dBA (L_{eq}) at 80 feet. All rooftop HVAC units in operation on the Project Site would be located 1,000 feet or more from the property lines of the nearest sensitive uses. As such, the noise levels generated by operation of rooftop HVAC units by the Project would be inaudible at the closest sensitive receptor location.

¹⁰⁹ City of Fontana, *Urban Crossroads, Fontana Industrial Development Noise Impact Analysis*, revised June 27, 2013.

¹¹⁰ Michael Brandman Associates, *Noise Impact Analysis, Simi Valley McDonald's, City of Simi Valley, California, 2009.*

Traffic Noise

In order for a new noise source to be audible, there would need to be a 3 dBA or greater CNEL noise increase. The traffic volume on any given roadway would need to double in order for a 3 dBA increase in ambient noise to occur.¹¹¹ The Project includes a total building area of 120,348 square-feet, consisting of 112,384 square-feet of warehouse space and 8,000 square-feet of office space (including a 4,000-square-foot mezzanine), as detailed in the Traffic Memo, included as Appendix L to this IS/MND, the Project would generate 22 trips during the p.m. peak hour. The Project does not meet the requirement for a Traffic Impact Analysis established in the City's VMT Policies. Therefore, the Project is not anticipated to generate a doubling of traffic volumes on any roadways within the Project vicinity. As such, the increase in traffic noise resulting from the Project would not be audible to sensitive receptors.

Conclusion

Based on the above, the Project would not cause the 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. Impacts would be less than significant.

Mitigation Measures

None required.

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. Some common sources of groundborne vibration are trains and construction activities such as blasting, pile-driving, and heavy earth-moving equipment. The primary source of groundborne vibration occurring as part of the proposed Project is construction activity.

Groundborne vibration information related to construction/heavy equipment activities has been collected by the California Department of Transportation (Caltrans). Information from Caltrans indicates that continuous/intermittent vibrations (such as from construction activity) with approximately 0.1 inches/sec PPV may be characterized as "strongly perceptible."¹¹² The heavier

¹¹¹ *Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 123, September 2018, page 210.*

¹¹² *California Department of Transportation, Transportation and Construction Vibration Guidance Manual, Sacramento, California. April 2020.*

pieces of construction equipment, such as large bulldozers or hoe rams, would register up to approximately 0.089 inches/sec PPV at a distance of 25 feet per FTA guidance.¹¹³

Groundborne vibration is typically attenuated over relatively short distances. Based on the distance to the nearest existing noise/vibration-sensitive use (over 1,000 feet), and the known vibration levels of the highest vibration-generating piece of equipment anticipated for construction equipment (i.e., vibratory roller at 0.210 inches/sec PPV at 25 feet),¹¹⁴ vibration levels generated by construction of the Project would be approximately 0.0008 inches/sec PPV at the nearest sensitive receptor. Accordingly, vibration generated by construction of the Project would be below the Caltrans guidance standard of 0.1 inches/sec PPV.

The major concern with construction vibration is related to building damage. The closest building to the site is the commercial/industrial American Wrap Co. PPF and Tint building located approximately 50 feet south of the Project's southern boundary. At a distance of 50, the vibration level from a vibratory roller would be 0.074 inches/sec PPV. The thresholds for building damage risk are 0.5 inches/sec PPV for continuous sources, 2.0 inches/sec PPV for transient per Caltrans guidance. As the vibration level from use of the vibratory roller is much less than both of these thresholds, impacts related to groundborne vibration would be less than significant.

Mitigation Measures

None 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 Site is not located within the vicinity of a private airstrip or airport land use plan or within 2 miles of a public airport. The nearest airport is the Camarillo Airport located approximately 9 miles to the west. Accordingly, the Project would not expose people to excessive noise levels and no impact would occur.

Mitigation Measures

None required.

¹¹³ Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, FTA Report No. 123, September 2018.

¹¹⁴ Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, FTA Report No. 123, September 2018.

CUMULATIVE IMPACTS

Noise

Noise generated from the proposed Project would be limited to those typical of industrial use. This type of noise is generally described as “nuisance noise.” Nuisance noise is intermittent or temporary noise from sources such as landscape maintenance equipment. Compliance with the City’s Noise Ordinance would limit exposure to excessive nuisance noise. Similarly, related projects would be required to comply with the noise standards applicable to the jurisdictions in which they would be located.

As the closest sensitive receptors to the Project are over 1,000 feet from the Project Site, due to the decrease in noise levels with distance and the presence of physical barriers (i.e., intervening buildings and topography), noise from on-site operational noise would also be inaudible and less than the ambient noise levels at the closest receptor locations. As stated above, the Project is not anticipated to generate a doubling of traffic volumes on any roadways within the Project vicinity; therefore, the Project’s contribution to cumulative traffic noise is also not anticipated to double the traffic volumes or cause a greater than 3 dBA increase on roadways in the Project vicinity. Cumulative impacts would be less than significant and the Project’s contribution would not be cumulatively considerable.

Vibration

Other foreseeable projects within the vicinity of the Project Site would not be close enough to create a combined excessive generation of groundborne vibrations; the nearest such projects include an apartment complex approved for a vacant lot (APN: 667-0-173-025) located west of the intersection of Rancho Conejo Boulevard and Corporate Center Drive, over 1,600 feet to the northwest of the Project Site; and a biotech campus approved for 1100 Rancho Conejo Boulevard, located approximately 2,000 feet southwest of the Project Site. As discussed above, vibration from construction of the Project would not exceed thresholds for human annoyance or structural damage. Therefore, the Project’s contribution to cumulative impacts associated with excessive groundborne vibrations would not be cumulatively considerable, and the cumulative impact would be less than significant.



Source: GoogleEarth Pro, 2023

Figure 4.13-1
Noise Measurement Locations

4.14 Population and Housing

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The SCAG functions as the Metropolitan Planning Organization for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, as well as incorporated cities within those counties. SCAG's mandated responsibilities include developing plans and policies with respect to the region's population growth, transportation programs, air quality, housing, and economic development. Specifically, SCAG is responsible for preparing a RTP/SCS in coordination with other state and local agencies. This document includes population, employment, and housing projections for the region and its 15 subregions. SCAG data is periodically updated to reflect changes in development activity and actions of local jurisdictions (e.g. zoning changes). SCAG's 2020 Connect SoCal is the most recent update to their RTP/SCS and represents the most likely future growth scenario for the region. It includes projections of three major growth indicators (population, households, and employment) forecasted to the planning horizon year of 2045 at the regional, county, and local jurisdictional levels. Table 4.14-1, SCAG Data for Thousand Oaks, details the population, housing, and employment growth projections for the City contained within the 2020 Connect SoCal update to the RTP/SCS. These forecasts are used to help develop and analyze potential impacts stemming from the Project.

Table 4.14-1, SCAG Data for Thousand Oaks

Year	Population	Housing	Employment
2016	129,500	46,000	70,100
2045	144,700	51,300	80,000
Total Change	+15,200	+5,300	+9,900

Source: Southern California Association of Governments, 2020 Connect SoCal, Demographics & Growth Forecast Appendix.

- a) **Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

Less than Significant Impact. The Project Site is currently developed with a paved, surface parking lot used for overflow parking. As such, is no population, housing, or employment associated with the current land use.

Construction

During construction, the Project would result in a temporary increase in employment at the Project Site. However, the construction industry differs from most other employment sectors in that there is no regular place of work with workers regularly commuting to job sites, and many workers are highly specialized and move from job site to job site as dictated by the demand for their specific skills. As a result, the employment pattern of construction workers in Southern California are such that it is not likely that they would permanently relocate their households as a result of their employment at the Project Site during construction. As such, construction of the Project would not induce a substantial direct or indirect unplanned population growth.

Operation

The Project does not propose any housing units; therefore, there would be no direct population or housing growth resulting from operation of the Project. The Project would develop an industrial warehouse building on the Project Site, which would result in direct employment growth, as well as potential indirect population growth should employees of the Project relocate from outside of the City. The Applicant has stated that the Project would employ approximately 360 total employees over two shifts. This direct increase in employment at the Project Site would not be a substantial increase in the City, representing 0.5 percent of the existing (2016) employment and 3.6 percent of the projected employment growth over the planning period.

Employment opportunities can attract new residents to an area to fill such employment positions. However, given the type of jobs that the Project would create (general warehouse and office) and the current unemployment rates¹¹⁵ within the City (2.7 percent with 1,700 people in the labor force who are unemployed) and Ventura County (3.7 percent with 15,100 people in the labor force who are unemployed), it is anticipated that the majority of the Project's jobs would be filled by persons already residing in the vicinity who would not relocate their households to work at the Project Site. As such, operation of the Project would not result in a substantial amount of indirect population increase. Furthermore, SCAG forecasts are based on buildout of land within the City based on current land use designations established in the general plans of local jurisdictions. Because the Project would develop an industrial warehouse building consistent with the underlying Industrial land use designation of the City's General Plan and does not propose to

¹¹⁵ *California Employment Development Department, California Labor Force & Unemployment Rates, <https://labormarketinfo.edd.ca.gov/data/interactive-labor-market-data-tools.html>.*

change the land use designation of the Site, development of the Project has been assumed and accounted for in regional and local planning. Therefore, growth associated with the Project would not be considered unplanned and impacts would be less than significant.

Mitigation Measures

None required.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project would develop an industrial warehouse building on a site that is currently developed with a paved, surface parking lot. As such, there are no existing people or housing that would be displaced by the project and no impact would occur as a result of implementation of the Project.

Mitigation Measures

None required.

CUMULATIVE IMPACTS

The Project would result in less-than-significant impacts with regards to inducing substantial unplanned growth, and no impact to displacing housing or displacing people. Because the Project is an industrial project without residential uses, it would not contribute incrementally to cumulative impacts related to population and housing, and would not be cumulatively considerable.

4.15 Public Services

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

Fire protection?

Less than Significant Impact. Fire services in the City are provided by the VCFD. VCFD is responsible for emergency medical calls, fire response, and inspection and plan check services. Fire protection services provided to the City include fire, emergency medical, urban search and rescue, hazardous materials prevention and response, air operations, and other emergency response resources. VCFD currently operates 33 fire stations throughout Ventura County, 8 of which serve the Conejo Valley (Battalion 3). As supported by Goal D-6 of the City’s General Plan Safety Element, VCFD has a goal of responding to emergencies within 5 minutes. The 5-minute response time includes 1 minute to dress in protective gear and 4 minutes to drive to the incident. The response time goal was developed based on National Fire Protection Association standards.

The nearest station to the Project Site is Fire Station 35 (751 Mitchell Road), located approximately 0.5-mile south of the Project Site. Fire Station 35 was constructed in 2017 and houses a ladder truck and an engine and truck company. It is staffed daily by seven firefighters with three assigned to Engine 35 and four assigned to Ladder Truck 35, Reserve Engine 344, and Command 11 (a 40-foot mobile command post). Ladder Truck 35 is a tiller design, wherein the chassis is a tractor-trailer with a steerable rear axle, providing greater maneuverability. Reserve Engine 344 is an Office of Emergency Services (OES) engine owned and maintained by the state and deployed with local fire departments to be used during disasters. Command 11 is a 40-foot mobile command post with multiple work stations, computers, radio systems and other technologies needed for command, communications, and coordination at an incident.¹¹⁶

The Project would be subject to current VCFD requirements for fire sprinkler systems, fire alarm systems, fire flow, and equipment and firefighter access, as well as California Fire Code, or the current edition at the time the Project is permitted and developed, as amended by the Ventura County Fire Code (Ventura County Municipal Code Section 5111, Ordinance No. 31). Compliance with the Fire Code standards would be ensured through the plan check process prior to the issuance of building permits. The Project would contain an early suppressions fast-response automatic fire prevention sprinkler system throughout the building, as well as automatic system monitoring and alarms. The Project design would provide a fire-protective shell consisting of concrete exterior walls, anodized aluminum and hollow metal doors, and a flat roof with no eaves or soffit vents that could allow fire embers to enter the structure. Additionally, as detailed in response to Checklist Question 4.9(g), existing and proposed landscaping would be required to meet VCFD and state fire safety requirements for defensible space and be routinely maintained and not allowed to become dry or overgrown such that it would create a fire hazard.

Implementation of the above fire protection and life safety features standardized in the California Building and Fire Codes, as implemented by the TOMC, in addition to the VCFD and state fire safety requirements for defensible space, would limit the potential for fire at the Project Site, which would reduce the potential demand for fire services. Furthermore, the Project Site is within a 4-minute driving distance from Fire Station 35, consistent with response time goals of VCFD as supported by the City's General Plan Safety Element Goal D-6. Due to the limited increase in demand that would be attributable to the Project, the availability of fire services within proximity to the Project Site, and required compliance with Fire Code standards, the construction of new or expansion of existing fire facilities would not be required as a result of the Project. Therefore, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities and impacts would be less than significant.

Mitigation Measures

None required.

¹¹⁶ Ventura County Fire Department, Station 35, <https://vcfd.org/station-35/>.

Police Protection?

Less than Significant Impact. The City of Thousand Oaks provides law enforcement through the Ventura County Sheriff's Department (VCSD)/Thousand Oaks Police Department (TOPD). VCSD and TOPD share a facility located at 2101 E Olsen Road, approximately 6.4 miles northeast of the Project Site. Staffed by approximately 1,200 personnel, including 700 sworn positions, the VCSD comprises four primary divisions: Patrol, Detention, Special Services, and Support Services. VCSD's Patrol Division operates 24/7 within unincorporated Ventura County, as well contract cities which include Camarillo, Fillmore, Moorpark, Ojai, and Thousand Oaks. It is responsible for law enforcement, citizen assistance, and responding to emergency situations. The Patrol Division includes a Mounted Unit, K-9 Unit, Sheriff's Communications Center, and the Office of Emergency Services. Service areas are patrolled by deputies 24 hours a day, seven days a week. An additional overlapping patrol deputy is provided during peak hours (11:00 a.m. to 3:00 a.m.) seven days a week.¹¹⁷

The Project would develop an industrial use; 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. As such, the construction of new or expansion of existing police facilities would not be required as a result of the Project. Therefore, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities and impacts would be less than significant.

Mitigation Measures

None required.

Schools?

No Impact. The City is part of the Conejo Valley Unified School District (CVUSD), which includes 19 elementary schools, 7 middle schools, and 5 high schools. The Project Site is within the attendance boundary of the following schools: Conejo Elementary School, Colina Middle School, and Westlake High School. The generation of students is related to the residential population residing within the service boundaries of schools and districts. The Project would develop an industrial use with no residential component. Therefore, the Project would not generate additional students within the CVUSD service area and the construction of new or expansion of existing school facilities would not be required as a result of the Project. Furthermore, pursuant to Senate Bill 50, the Project Applicant would be required to pay development fees for schools to the CVUSD prior to the issuance of the Project's building permit. Pursuant to Government Code Section 65995, the payment of these fees is considered full and complete mitigation of Project-related school impacts. Therefore, the Project would not result in substantial adverse physical

¹¹⁷ California Public Utilities Commission, *Southern California Edison – Moorpark-Newbury 66 kV Subtransmission Line Project, 2015.*

impacts associated with the provision of new or physically altered school facilities and no associated impacts would occur.

Mitigation Measures

None required.

Parks?

Less than Significant Impact. The Conejo Recreation and Park District operates and owns approximately 50 parks in the Conejo Valley.¹¹⁸ There are two parks within one mile of the Project Site: Rancho Conejo Playfields (950 North Ventu Park Road) and Newbury Gateway Park (2250 Michael Drive). Employees of the Project may use nearby park facilities; however, such usage would likely occur during lunch breaks and would, accordingly, be brief. Such non-intensive use would not increase deterioration of existing parks and recreation facilities and the construction of new or expansion of park facilities would not be required. Therefore, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities and impacts would be less than significant.

Mitigation Measures

None required.

Other public facilities?

Less than Significant Impact. Other public facilities and services provided within the City include library services and City administrative services. Library services within the City are provided by the Thousand Oaks Grant R. Brimhall Library, located at 1401 East Janss Road, approximately 4.3 miles east of the Project Site. The Thousand Oaks Library also manages a Newbury Park Branch, located at 2331 Borchard Road in Newbury Park, approximately 1-mile south of the Project Site. It is possible the employees of the Project would use the City's library services; however, even if employees or visitors use the library, such usage would not overburden the current facilities.

The demand for administrative services is typically tied to a City's population. As detailed further in response to Checklist Question 4.14(a), it is anticipated that the majority of the Project's jobs would be filled by persons already residing in the vicinity who would not relocate their households to work at the Project Site. Therefore, it is not anticipated that development of the Project would increase the current demand for City administrative services. As such, impacts to other public facilities in the area would be less than significant.

Mitigation Measures

None required.

¹¹⁸ Conejo Recreation and Park District, Parks Website, <https://www.crpdc.org/parks-reservations/parks/>.

CUMULATIVE IMPACTS

Related projects may require the construction of new or expansion of existing fire and police stations, schools, and other public facilities within each jurisdiction. However, the potential environmental impacts resulting from the construction of new or expanded public facilities would be evaluated at each associated project level. Development and implementation of the Project does not include development of residential uses. As such, the Project would not significantly increase the need for fire or police protection services, would have no impact on schools, and less-than-significant impacts on other public facilities. Therefore, the cumulative impact on public services would not be significant, and the Project's contribution to cumulative impacts on public services would not be cumulatively considerable.

4.16 Recreation

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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.¹¹⁹ 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.¹²⁰

a) 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. There are two parks within one mile of the Project Site: Rancho Conejo Playfields (950 North Ventu Park Road) and Newbury Gateway Park (2250 Michael Drive). Because the Project does not include housing and no increase in residential population at the Site would occur, the Project would not have the potential to alter parkland ratios. Employees of the Project may use nearby park facilities; however, such usage would likely occur during lunch breaks and would, accordingly, be brief. Such non-intensive use would not increase deterioration of existing parks and recreation facilities. Therefore, impacts would be less than significant.

Mitigation Measures

None required.

¹¹⁹ City of Thousand Oaks, General Plan, Open Space Element, October 2013.

¹²⁰ Conejo Recreation and Park District, Parks Website, <https://www.crpdp.org/parks-reservations/parks/>.

- b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

Less than Significant Impact. The Project would develop an industrial warehouse building and does not include recreational facilities. In addition, as discussed in response to Checklist Question 4.16(a), the Project would not increase the use of recreational facilities to the extent that deterioration of such facilities would occur. Therefore, the Project would not require the construction or expansion of recreation facilities and impacts would be less than significant.

Mitigation Measures

None required.

CUMULATIVE IMPACTS

The Project does not include development of residential uses and would not require the construction or expansion of recreational facilities. Although employees of the Project may use the parks in the vicinity of the Project Site, it is anticipated that this would be a small number of people for brief periods of time. Therefore, the Project would have a less-than-significant impact with regard to the deterioration of parks and no impact related to the construction or expansion of recreational facilities and, as such, the Project's contribution to cumulative impacts to recreation would not be cumulatively considerable.

4.17 Transportation

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following analysis of the potential transportation impacts of the Project is based, in part, on the information and conclusions contained within the DP 2022-70824 1300 Lawrence Drive Traffic Impact/Trip Generation Analysis Memorandum (Traffic Memo) issued for the Project by the City of Thousand Oaks Public Works Department on October 21, 2022.¹²¹ The Traffic Memo was prepared in accordance with the assumptions, methodologies, and procedures outlined in the City's *Administrative Policies and Procedures for Vehicle Miles Traveled (VMT) Analysis for CEQA Compliance*, adopted July 1, 2020,¹²² and utilizing trip generation rates derived from the Manual of Trip Generation 11th Edition published by the Institute of Transportation Engineers. The Traffic Memo is included as Appendix L to this IS/MND and its findings, conclusions, and recommendations are incorporated by reference herein.

¹²¹ City of Thousand Oaks, Public Works Department, Memorandum: DP 2022-70824 1300 Lawrence Drive Traffic Impact/Trip Generation Analysis, October 21, 2022.

¹²² City of Los Thousand Oaks, Administrative Policies and Procedures: Vehicle Miles Traveled (VMT) Analysis for CEQA Compliance, APP No. 12-14.009, adopted July 1, 2020.

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. Programs, plans, ordinances, and policies addressing the circulation system applicable to the Project include the City's General Plan;¹²³ the City's Active Transportation Plan (ATP);¹²⁴ and the existing and proposed pedestrian, bicycle, and transit facilities and services in the Project vicinity.

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 comprises a statement of goals and policies related to the community's development, and various elements that provide more detailed policies and standards in certain topic areas. Together, these serve as the foundation for guiding public and private activities related to the City's development. The following circulation policies within the General Plan are applicable to the Project:

- A mass transit system to provide City and area-wide circulation and meet community needs should be maintained and enhanced.
- A variety of transportation modes should be encouraged.
- A City-wide system of pedestrian and bicycle facilities that provide safe, continuous accessibility to all residential, commercial, and industrial areas, to the trail system and to the scenic bike route system shall be provided and maintained.
- Local traffic should be moved through the City on arterial streets to protect collector and neighborhood streets from traffic impacts.
- Street improvements should focus on enhancing access to Thousand Oaks Boulevard, Moorpark Road, and other major arterials.
- The City shall balance vehicular circulation requirements with aesthetic, pedestrian, bicycle, and equestrian needs which affect the quality of life.

City of Thousand Oaks Active Transportation Plan

The 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.

Figure 4.17-1, Existing and Proposed Bicycle Facilities, presents the existing and proposed bicycle facilities in the City as presented in the ATP. In the vicinity of the Project Site, a Class II bike lane

¹²³ *City of Thousand Oaks, General Plan, Circulation Policies, Resolution 97-8, adopted January 28, 1997.*

¹²⁴ *City of Thousand Oaks, Final Active Transportation Plan, December 2019.*

(one-way, on-street, striped lane) is provided on Rancho Conejo Boulevard, Ventu Park Road, Hillcrest Drive, and Camino Dos Rios; and a Class III bike route (one-way, on-street, suggested lane designated by signs) is located on Teller Road. A Class II bike lane is also proposed on Lawrence Drive between Rancho Conejo Boulevard and Hillcrest Drive, including along the Project Site frontage.

The City is well-served by sidewalks, with relatively few gaps in the sidewalk network. Sidewalks are present in the vicinity of the Project Site. There are sidewalks on the south side of Corporate Center Drive, just east of the Project Site. There are also sidewalks on both sides of Conejo Center Drive west of Lawrence Drive as well as on the west side of Lawrence Drive north of Corporate Center Drive. The City's ATP proposes to construct new sidewalks in the vicinity of the Project Site, including along Lawrence Drive and Corporate Center Drive, and as shown in Figure 2-3 (included in Section 2, Project Description), the Project would construct new sidewalks along the Site frontages.

Transit Facilities

Public transportation in the City is provided primarily by Thousand Oaks Transit (TOT), the Ventura County Transportation Commission, the Los Angeles Department of Transportation Transit, and Metro. Locally, TOT includes five transit lines operating Monday through Saturday in various loops throughout the City (see Figure 4.17-2, Existing Local Transit Routes). As shown in Figure 4.17-2, the Project Site is served by TOT Route 44, which runs along Corporate Center Drive adjacent to the Project Site and connects the Site to the Transportation Center, Westlake, Westlake High School, the Oaks, and Newbury Park. The nearest bus stop to the Project Site is located on the south side of Corporate Center Drive west of Rancho Conejo Boulevard approximately 0.25-mile to the east of the Site. TOT Route 40 also serves the greater Project area, with the closest bus stop located on the south side of Teller Avenue west of Lawrence Drive, approximately 0.5-mile south of the Site. Route 40 connects the Project Site to The Oaks, Newbury Park, and Newbury Park High School. Both routes operate Monday through Friday from 5:00 a.m. to 8:00 p.m. and on Saturday from 7:00 a.m. to 8:00 p.m.¹²⁵

Regional transit service is provided by Ventura County Transportation Commission's Routes 50–52 (U.S. Highway 101/Conejo), which connect Ventura, Oxnard, Camarillo, Newbury Park, and Thousand Oaks.¹²⁶ Routes 70–73X (East County) also connect Simi Valley, Moorpark, and Thousand Oaks.¹²⁷ Los Angeles Department of Transportation Transit's Commuter Express Route

¹²⁵ *City of Thousand Oaks Transit, Routes 40-44 System Map & Schedule, Effective September 6, 2022, <https://www.toaks.org/home/showpublisheddocument/42344/637975498833630000>.*

¹²⁶ *Ventura County Transportation Commission, Routes 50-52, <https://www.goventura.org/vctc-transit/routes-schedules/hwy-101/>.*

¹²⁷ *Ventura County Transportation Commission, Routes 70-73X, <https://www.goventura.org/vctc-transit/routes-schedules/east-county/>.*

422¹²⁸ provides service between Thousand Oaks, Agoura Hills, San Fernando Valley, and Hollywood, and Metro Route 161¹²⁹ provides service between Thousand Oaks and Canoga Park.

East County Transit Alliance’s CONNECT Senior and Americans with Disabilities Act (ADA) InterCity Dial-A-Ride Service is also offered by the Cities of Moorpark, Simi Valley, and Thousand Oaks, and the County of Ventura. CONNECT facilitates Dial-A-Ride 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.¹³⁰

Impact Analysis

The proposed Project would not conflict with the circulation policies within the City’s General Plan or the City’s ATP. The proposed Project would not alter the existing roadway network or hinder the City’s ability to emphasize a diversity of transportation modes or choices. With the exception of new sidewalks, the Project would not include site improvements that would extend into the public right-of-way; 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. Consistent with the requirements of the TOMC,¹³¹ the Project would construct new sidewalks along Lawrence Drive and Corporate Center Drive. All sidewalk improvements would adhere to ADA design requirements and City standards as approved by the City Engineer. Additional site improvements would include bike racks and internal pedestrian pathways consistent with both ADA and CALGreen requirements. As with the proposed new sidewalks, all pedestrian areas within the Project Site would meet ADA requirements and adhere to City design guidelines. Bicyclist and pedestrian safety in the area would be maintained at existing levels or be improved with the new sidewalk connections. The Project would not severely delay, impact, or reduce the service level of transit in the area. Therefore, the Project would not conflict 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.

Mitigation Measures

None required.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than Significant Impact. Senate Bill (SB) 743 amended CEQA in 2013 with the intent to “more appropriately balance the needs of congestion management with statewide goals related to infill

¹²⁸ City of Los Angeles, Department of Transportation, Commuter Express 422, <https://www.ladottransit.com/comexp/routes/422/422.html>.

¹²⁹ City of Los Angeles, Department of Transportation, Metro Route 161, <https://www.metro.net/riding/schedules/?line=161-13167>.

¹³⁰ East County Transit Alliance, CONNECT InterCity Dial-A-Ride, <https://www.toaks.org/home/showpublisheddocument?id=23067>.

¹³¹ City of Thousand Oaks, Municipal Code, Title 7, Chapter 1, Article 1, Section 7-1.103.

development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.” SB 743 required OPR to identify new metrics for identifying and mitigating transportation impacts within CEQA. For land use development projects, OPR identified VMT per capita, VMT per employee, and net VMT as new metrics for transportation analysis. Government Code Section 15064.3 (“Determining the Significance of Transportation Impacts”), subsection (b) (“Criteria for Analyzing Transportation Impacts”), part (4) (“Methodology”) gives a lead agency the discretion to choose the most appropriate methodology to evaluate a project’s VMT. Accordingly, the City adopted the *Administrative Policies and Procedures for Vehicle Miles Traveled (VMT) Analysis for CEQA Compliance* (VMT Policies) on July 1, 2020. Pursuant to the City’s adopted VMT Policies, a land use project is assumed to have a less than significant VMT impact if it: (1) generates less than 100 p.m. peak hour trips; or (2) is located within a low VMT area and meets specific criteria based on land use and other factors.

The Traffic Memo was prepared consistent with the City’s VMT Policies to determine if the proposed Project would require a Traffic Impact Analysis or if it may be assumed to have a less-than-significant impact pursuant to either of the above screening criteria. As detailed in the Traffic Memo, included as Appendix L to this IS/MND, the Project would generate 22 trips during the p.m. peak hour. As such, the Project does not meet the requirement for a Traffic Impact Analysis established in the City’s VMT Policies. In addition, as detailed in response to Checklist Question 4.11(b), the Project would be required to implement the development standards established in TOMC Section 9-4.4003, which contain required transportation demand and trip reduction standards and measures based on tiers of employment that are designed to reduce single-passenger vehicle trips and, as a result, overall VMT. Therefore, the Project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) and impacts would be less than significant. Furthermore, although mitigation would not be required, recommendation measure RM-TR is additionally proposed for the Project. Recommendation measure RM-TR would strengthen the Project’s transportation demand and trip reduction standards and measures and further contribute to an overall reduction in VMT.

Mitigation Measures

None required.

Although no mitigation measures would be required with regard to conflicts with CEQA Guidelines section 15064.3(b), the following recommendation measure is proposed for the Project:

RM-TR Additional Transportation Demand and Trip Reduction Standards and Measures. A Transportation Demand Management (TDM) program shall be prepared by the property owner and or company that will occupy the building. The TDM program shall include, but not be limited to, all of the following standards and measures, which are in excess of those required by the Thousand Oaks Municipal Code Section 9-4.4003, with an intent to further reduce VMT within the City. Prior to the release of final occupancy permit and subsequent business licenses affiliated with the property, the

TDM program must be submitted to the City for review and approval by the Community Development Director and Public Works Director.

- Install and maintain a publicly-accessible bike share station with a minimum of 10 docks;
- Implement a ride share program to be managed by the property manager or tenant that matches individuals to bike share and ride share groups;
- Offer new employees a packet of materials and/or provide personal consultation detailing sustainable (non-drive alone) travel options. These materials or consultations must be available on an ongoing basis and/or on permanent online channels. Packet must include the distribution of one transit day pass or equivalent value, to each employee; and
- Deploy an employee-focused travel behavior change program that targets individual attitudes, goals, and travel behaviors, educating participants on the impacts of travel choices and opportunities to alter their habits. The program typically includes a coordinated ride-sharing, vanpool and/or carpooling program, requires a program coordinator, and includes program monitoring, reporting and evaluation.

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)?

Less than Significant Impact. The Project would be subject to the City's standard design guidelines to regulate design through the General Plan and Zoning Ordinance to ensure compatible use. Access (ingress and egress) to the Site would be provided from two existing driveways on Lawrence Drive and one existing driveway on Corporate Center Drive. There would be no changes to the existing access or off-site circulation on City roads. The developer would be responsible for onsite circulation improvements (driveways and internal drive aisles) and frontage improvements (e.g., sidewalks and landscape areas) along Lawrence Drive and Corporate Center Drive. These onsite and adjacent improvements would be designed in accordance with all applicable design standards set forth by the City, which were established to ensure safe and efficient vehicular circulation. In addition, the City reviews all site plans to ensure that adequate line-of-sight is provided at all driveways, making sure that no structures or landscaping blocks the views of vehicles entering and exiting a site. Public Works and Community Development Departments would review plans to ensure that adequate stacking distance is provided so vehicles do not back up into the public right-of-way, and that adequate turnaround space and/or operational plans are developed to ensure that vehicles are able to enter the public right-of-way in a forward-facing vehicle. As such, no sharp curves, dangerous intersections, or incompatible uses would be introduced by the Project. Therefore, impacts associated with hazardous design features or incompatible land uses would be less than significant.

Mitigation Measures

None required.

d) Would the project result in inadequate emergency access?

Less than Significant Impact. During construction, it is expected that Project construction activities and staging areas would remain entirely onsite and would not require temporary street and/or lane closure(s) on Lawrence Drive or Corporate Center Drive. With regards to operation, the Project would not cause permanent alterations to offsite vehicular circulation routes and patterns, impede public access, or travel upon public rights-of-way. The Project would not include the installation of barriers (e.g. perimeter fencing, fixed bollards, etc.) that could impede emergency access within the vicinity of the Project Site.

As discussed in response to Checklist Question 4.17(c), emergency vehicle access to the Project Site would continue to be provided from Lawrence Drive and Corporate Center Drive as needed and appropriate. Internal circulation would be designed and constructed to City and VCFD standards, and would comply with City and VCFD width, clearance, and turning-radius requirements for fire apparatus access (Ventura County Fire Protection District Ordinance Number 29). As shown in Figure 2-3 (included in Section 2, Project Description), fire truck access would be provided around the entire interior perimeter of the Site. Because the Project would comply with all applicable local requirements related to emergency vehicle access and circulation, the Project would not result in inadequate emergency access. Therefore, impacts associated with inadequate emergency access would be less than significant.

Mitigation Measures

None required.

CUMULATIVE IMPACTS**Plan, Program, Ordinance, or Policy Addressing Circulation**

As described in Section 4.17(a) and examined in Section 4.8, Greenhouse Gas Emissions, and Section 4.11, Land Use and Planning, of this IS/MND, the proposed Project would be consistent with the City of Thousand Oaks General Plan and the City of Thousand Oaks ATP addressing the circulation system, and would not conflict with adopted policies, plans, or programs regarding public transit or bicycle or pedestrian facilities under cumulative conditions. Therefore, cumulative impacts related to a program, plan, ordinance, or policy related to addressing the circulation system would be less than significant.

CEQA Guidelines Section 15064.3(b)

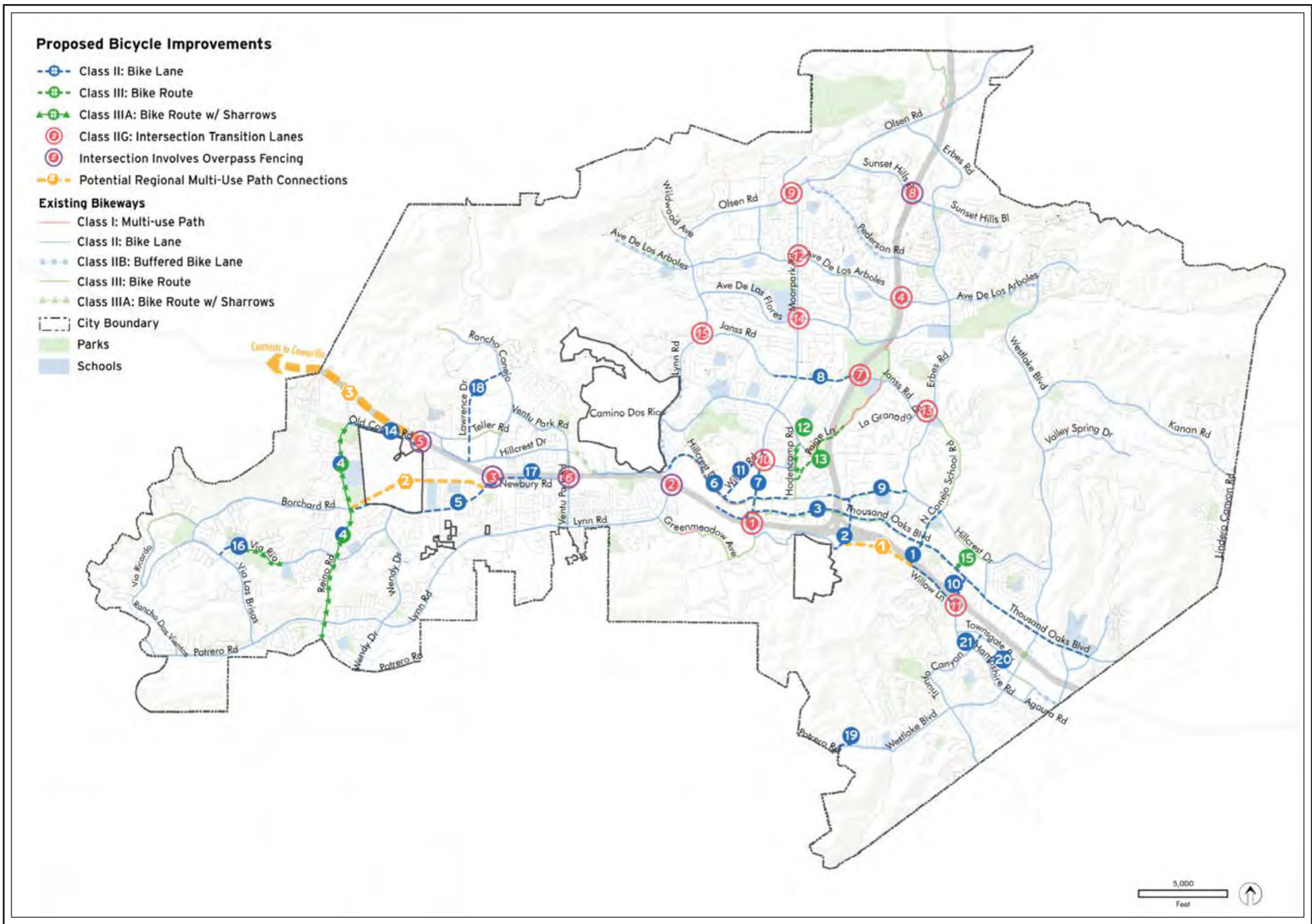
The Project does not require a project-level VMT analysis because the Project would generate less than 100 p.m. peak-hour trips; therefore, the Project meets the City's trip generation screening criterion and would not contribute to a cumulatively considerable impact related to VMT.

Hazardous Design Features

As discussed above, there would be no changes to the existing site access or off-site circulation on City roads. The developer would be responsible for onsite circulation improvements (driveways and internal drive aisles) and frontage improvements (e.g., sidewalks and landscape areas) along Lawrence Drive and Corporate Center Drive. These onsite and adjacent improvements would be designed in accordance with all applicable design standards set forth by the City. Because the impacts related to Project access points and circulation are site-specific, and would be less than significant, the Project would not contribute to cumulative impacts with respect to hazardous design features.

Emergency Access

As analyzed above, the Project would not result in inadequate emergency access, and Project impacts to emergency access would be less than significant. As with the proposed Project, driveways and/or circulation modifications proposed in the surrounding area would comply with applicable local, regional, state, and/or federal requirements related to emergency access and evacuation plans. Further, because modifications to access are largely confined to a project site, project-specific emergency access impacts would likely not impact other cumulative projects. Therefore, the Project's contributions to cumulative impacts would be less than significant.



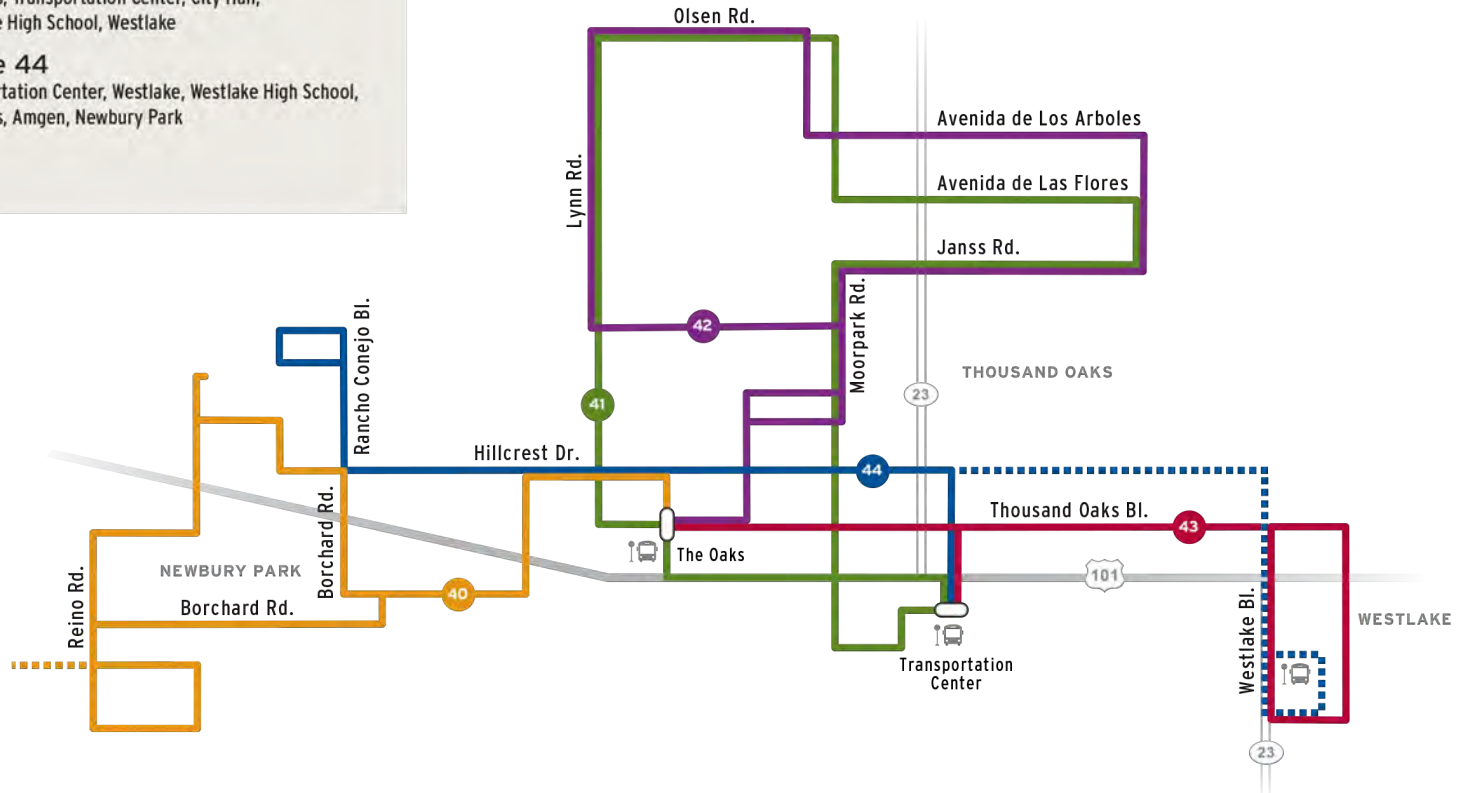
Source: City of Thousand Oaks, 2019



Figure 4.17-1
Existing and Proposed Bicycle Facilities

MAP LEGEND

- **Route 40**
 The Oaks, Newbury Park, Newbury Park High School
- **Route 41**
 The Oaks, Los Robles Hospital, Cal Lutheran, Thousand Oaks High School, Teen & Senior Centers/ Library, Transportation Center
- **Route 42**
 The Oaks, Conejo Valley High School, Thousand Oaks High School, Cal Lutheran, Los Robles Hospital
- **Route 43**
 The Oaks, Transportation Center, City Hall, Westlake High School, Westlake
- **Route 44**
 Transportation Center, Westlake, Westlake High School, The Oaks, Amgen, Newbury Park



Source: City of Thousand Oaks Transit, 2022

Figure 4.17-2
Existing Local Transit Routes

4.18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<p>a. 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>i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or</p> <p>ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code 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><input type="checkbox"/></p> <p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p>

The following analysis of the potential tribal cultural resources impacts of the Project is based on the information and conclusions contained within the Cultural Resource Assessment Report for the 1300 Lawrence Drive Industrial Building Project, Thousand Oaks, Ventura County, California (Cultural Assessment) issued for the Project by PaleoWest, LLC on December 2, 2022.¹³² Background research

¹³² PaleoWest, LLC, Cultural Resource Assessment Report for the 1300 Lawrence Drive Industrial Building Project, Thousand Oaks, Ventura County, California, December 2, 2022.

conducted to inform this analysis included archival research and CHRIS database records search, all of which are briefly summarized in this section and more fully summarized in Section 3.5, Cultural Resources.

The Cultural Assessment is included as Appendix D to this IS/MND. Consistent with the requirements of both the National Historic Preservation Act (16 United States Code 470w-3(a)), the Archaeological Resources Protection Act (16 United States Code 469a-1(a)), and California Government Code 6254(r), specific information regarding the specific locations of known cultural resources identified by the Cultural Assessment have been redacted.

Regulatory Framework

Assembly Bill 52

AB 52 was approved on September 25, 2014. The act amended California PRC Section 5097.94, and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 applies specifically to projects for which a Notice of Preparation (NOP) or a Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration is filed on or after July 1, 2015. The primary intent of AB 52 was to involve California Native American Tribes early in the environmental review process and to establish a new category of resources related to Native Americans, that require consideration under CEQA, known as tribal cultural resources. PRC Section 21074(a)(1) and (2) defines tribal cultural resources as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe” that are either included or determined to be eligible for inclusion in the California Register or included in a local register of historical resources, or a resource that is determined to be a tribal cultural resource by a lead agency, in its discretion and supported by substantial evidence. Further, as stated under PRC Section 21074(b), “a cultural landscape that meets these criteria is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape. Historical resources, unique archaeological resources, or non-unique archaeological resources may also be tribal cultural resources if they meet these criteria.” On July 30, 2016, the California Natural Resources Agency adopted the final text for tribal cultural resources update to Appendix G of the State CEQA Guidelines, which was approved by the Office of Administrative Law on September 27, 2016.

PRC Section 21080.3.1 requires that, within 14 days of a lead agency determining that an application for a project is complete, or a decision by a public agency to undertake a project, the lead agency provide formal notification to the designated contact, or a tribal representative, of California Native American Tribes that are traditionally and culturally affiliated with the geographic area of the project (as defined in PRC Section 21073) and who have requested in writing to be informed by the lead agency of projects within their geographic area of concern. Tribes interested in consultation must respond in writing within 30 days from receipt of the lead agency’s formal notification and the lead agency must begin consultation within 30 days of receiving the tribe’s request for consultation.

PRC Section 21080.3.2(a) identifies the following as potential consultation discussion topics: the type of environmental review necessary; the significance of tribal cultural resources; the significance of the project’s impacts on the tribal cultural resources; project alternatives or appropriate measures for preservation; and mitigation measures. Consultation is considered concluded when either: (1) the parties

agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.

If a California Native American tribe has requested consultation pursuant to Section 21080.3.1 and has failed to provide comments to the lead agency, or otherwise failed to engage in the consultation process, or if the lead agency has complied with Section 21080.3.1(d) and the California Native American tribe has failed to request consultation within 30 days, the lead agency may certify an EIR or adopt an MND.

PRC Section 21082.3(c)(1) states that any information, including, but not limited to, the location, description, and use of the tribal cultural resources, that is submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public without the prior consent of the tribe that provided the information. If the lead agency publishes any information submitted by a California Native American tribe during the consultation or environmental review process, that information shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.

However, confidentiality, does not apply to data or information that are, or become publicly available, are already in lawful possession of the project applicant before the provision of the information by the California Native American tribe, are independently developed by the Project applicant or the Project applicant's agents, or are lawfully obtained by the Project applicant from a third party that is not the lead agency, a California Native American tribe, or another public agency.

As of April 2023, no California Native American tribes have requested notification for projects within the City's jurisdiction. However, as further detailed below, two tribes have indicated their interest in Project-specific consultation in response to outreach conducted by PaleoWest, LLC.

Archival Research Results

Historical documents, cultural resource studies, historical aerial photos, and local historical resources were used and examined to identify potential pre-contact and historic period and resources in the APE. The APE is within an area of California's Central Coast called the Conejo Valley and was first claimed by the Spanish explorer Juan Rodriguez Cabrillo in 1542. The region stays out of the written record until 1770, when Gaspar de Portola visited while on an expedition to establish California's second Mission in Monterey. As the California coast became colonized and indoctrinated by the Spanish, the Conejo Valley stayed relatively free of Mission activity for a little more than a decade. The San Buenaventura Mission is the nearest mission, 22 miles west of the APE, and Mission San Fernando Rey De España is 27 miles west.

The region was exclusively inhabited by indigenous Chumash peoples, until around 1782 when Mission San Buenaventura was established, allowing for a more active colonization of the area. Mission San Buenaventura missionaries converted 26 Chumash individuals from 1788 to 1809; the Franciscans in the area were known to frequently take converts from neighboring Rancherías. It was reported by Spanish

travelers that several villages in the Conejo Valley were abandoned by 1792, which is notable as the Chumash people were known to have settlement patterns consisting of centralized, long-term occupations sites during this time.

In 1803, the APE was part of a land grant given by Governor Jose Arrillaga to two Spanish soldiers, Ygnacio Rodriguez and Jose Polanco, and was partially given away as another land grant in 1852 to Spanish Army Officer Jose De La Guerra Noriega, who used the land to ranch cattle. The area became known as Newbury after Ebert S. Newbury established the first post office in 1875; this allowed for more immigrants to settle permanently. In 1919, Janss Investment Company purchased 10,000 acres of land in the Conejo Valley. This company is most notable known for its land donation that led to the establishment of the University of California, Los Angeles.

Historical aerial photos and the Project Site's permit history show the APE as completely vacant and undeveloped in 1936 and remained that way until 1998, when the land was developed into a parking lot. The area around the APE became more developed and industrialized over time, which is reflected in aerial photos starting in 1967, with large structures now visible across what is now Lawrence Drive. Refer to the Cultural Assessment for historical photos (included as Appendix D to this IS/MND).

Native American Heritage Commission Outreach

NAHC was contacted for a review of the Sacred Lands File (SLF). The objective of the SLF search was to determine if the NAHC had any knowledge of Native American cultural resources (e.g., traditional use or gathering area, place of religious or sacred activity, etc.) within the immediate vicinity of the APE. The NAHC responded stating that the SLF search for the Project was negative and provided a contact list of local Native American groups to be contacted for additional information.

As stated above, no California Native American tribes have requested notification for projects within the City's jurisdiction. However, pursuant to the recommendations of the NAHC, on November 18, 2022, PaleoWest, LLC sent letters notifying the 11 affiliated tribal contacts identified in the NAHC's response of the Project and results of the current assessment. PaleoWest, LLC made follow-up calls to all tribal contacts on November 23, 2022. Annette Ayala, CRM Committee Chair of the Barbareño/Ventureño Band of Mission Indians, and Chairperson Anthony Morales of the Gabrieleño/Tongva San Gabriel Band of Mission Indians indicated that their tribes are interested in engaging in consultation upon receipt of the official notification from the lead agency.

Assembly Bill 52 Consultation

The above described outreach between PaleoWest, LLC and the California Native American Tribes does not constitute formal AB 52 consultation as required by CEQA. AB 52 consultation is performed between the lead government agency and California Native American tribes who have requested notification of projects in their traditional area. As of April 2023, no California Native American tribes traditionally and culturally affiliated with the Project area have requested to be notified by the City, as lead agency, of proposed projects in the geographic area pursuant to Public Resources Code Section 21080.3.1. However, because tribal representatives requested Project-specific consultation, the City conducted separate

consultation phone calls with the Barbareño/Ventureño Band of Mission Indians and the Gabrieleño/Tongva San Gabriel Band of Mission Indians on April 11, 2023.

During Project-specific consultation, the tribal representatives did not identify specific known or suspected tribal cultural resources within or proximate to the Project Site. However, the sensitivity of the area was reiterated and was supported by the Project Site's previously-undisturbed subsurface conditions. The tribal representative of the Barbareño/Ventureño Band of Mission Indians requested the inclusion of a Native American monitor during ground-disturbing activities.

a) 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:

- i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?**
- ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code 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?**

Less than Significant Impact with Mitigation Incorporated. As previously discussed in response to Section 4.5, Cultural Resources, of this IS/MND, a CHRIS records search and a pedestrian survey were conducted to assess the potential cultural sensitivity of the Project Site. The CHRIS records search results indicated that no cultural resources have been identified within the Project Site. Additionally, no cultural resources were identified as a result of the pedestrian survey. Therefore, no cultural resources listed or eligible for listing in the CRHR or in a local register of historical resources as defined in PRC Section 5020.1(k) were identified within the Project Site as a result of previous or the current investigation. In addition, no tribal cultural resources were identified during consultation with the Barbareño/Ventureño Band of Mission Indians and the Gabrieleño/Tongva San Gabriel Band of Mission Indians that the City, as lead agency, has determined to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 in consideration of potential significance of the resource to a California Native American tribe.

However, as discussed in response to Checklist Question 4.5(b), the negative results of the pedestrian survey were less than reliable as only approximately five percent of the ground surface was visible and excavation would extend to as much as 10 feet below the ground surface. In addition, having only been developed with a surface parking lot, the Project Site has undergone minimal disturbance in comparison to the surrounding area. Furthermore, the Cultural Assessment identified the Project Site as located within an

archaeologically sensitive part of the Conejo Valley. Accordingly, the possibility exists that deeper lying, previously unknown tribal cultural resources that construction could encounter. Mitigation measures CUL-1 through CUL-4 would be required for the Project and establish avoidance procedures in the event of inadvertent discovery of cultural resources until a significance determination can be made by a qualified archeologist and appropriate treatment, testing, or recovery methods are identified and implemented. Implementation of mitigation measures CUL-1 through CUL-4 would ensure that impacts to tribal cultural resources listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources or determined by the City to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024 would be less than significant with mitigation incorporated.

Mitigation Measures

See CUL-1 through CUL-4 included in Section 4.5, Cultural Resources, of this IS/MND.

CUMULATIVE IMPACTS

The Project and related projects would comply with AB 52 in which the lead agency for each project would be required to notice tribes that are traditionally and culturally affiliated with the geographic area of the related project sites if the tribe has submitted a written request to be notified. Due to being locally specific, each related project would need to conduct a Sacred Lands File search and be evaluated within its own site-specific context. The Project would not adversely affect known tribal cultural resources. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative impacts on cultural resources would be less than significant.

4.19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following analysis of impacts to utilities and service systems that could potentially occur as a result of construction or operation of the Project is based, in part, on the Project's Utility Plan. The Utility Plan is presented in Figure 4.19-1 included at the end of this Checklist Section.

- a) **Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

Less than Significant Impact.

Water Facilities

The proposed Project would increase the intensity of uses on the Project Site and would result in increased water use over the previous use given the net increase of 120,348 square feet of new building space.

The Project Site is within the boundaries of Cal-Am. According to Cal-Am's 2020 Urban Water Management Plan, it has 20,545 connections and 18,559 AFY of supply. Actual water use was 14,647 acre-feet in 2020. The reliable quantities of projected water supply for 2021 and 2025 are 10,474 AFY and 10,691 AFY, respectively.¹³³ These water supply estimates are conservative and reflect the conditions during a 5-year drought to capture potential future drought conditions. The applicant submitted a Conditional "Will Serve" letter from Cal-Am dated October 12, 2022 (Appendix M) which states "This letter confirms that the Service Address is located within California American Water's Ventura County System water service area and that California American Water will provide water service to the Service Address pursuant to the rules, regulations, and tariffs issued or approved by the California Public Utilities Commission (CPUC) as they may be modified from time to time...This conditional "Will Serve" letter is valid for a period of one year from the date of this letter."¹³⁴

As detailed below in response to Checklist Question 4.19(b), existing and planned water supplies would be adequate to meet the Project's demands during construction and operation. Therefore, no new or expanded water supply infrastructure (e.g., reservoirs, treatment/filtration plants, or pump stations) would be required beyond what has already been planned for and the environmental impacts of evaluated as part of long-range planning efforts of water suppliers and wholesalers.

The Project would require the construction of new onsite Project-serving water delivery infrastructure, such as service laterals and meters, and connections to existing offsite water mains would be required in order to supply the domestic water and fire flow demand of the Project. There is an existing 8-inch water main beneath Corporate Center Drive and an existing 10-inch water main beneath Lawrence Drive, which splits into two separate mains, approximately 150 feet south of the intersection of Lawrence Drive and Corporate Center Drive. There are two

¹³³ California American Water Company – Ventura County District, *Final 2020 Urban Water Management Plan, June 2021*, <https://www.amwater.com/caaw/resources/pdf/urban-water-management-plans/california%20american%20water%20ventura%20county%20uwmp%20-%20final%2007012021.pdf>.

¹³⁴ California American Water Company, Manny Barajas, Operations Supervisor, *Conditional "Will Serve" Letter for 1300 Lawrence Dr (APN# - 667-0-172-025, 667-0-172-035), October 12, 2022.*

existing fire hydrants located adjacent to the Project Site's western boundary along Lawrence Drive and one existing hydrant located near the Site's northern boundary across Corporate Center Drive. As shown on Figure 4.19-1, the Project would install an onsite service lateral connecting to an existing water meter and backflow preventer within Lawrence Drive for domestic water supply. In addition, the Project would install a separate onsite water supply line for fire flow that would parallel the eastern and southern Site boundaries with connections to the existing water mains in both Lawrence Drive and Corporate Center Drive. The Project would also install two onsite fire hydrants along the Site's eastern boundary: one in the northeastern corner and one in the southeastern corner.

Construction activities, such as dust control, concrete mixing, and equipment cleaning, would temporarily increase the demand for water at the Project Site. The City is currently in water Level 3 Water Conservation Measures (out of 6), which allows the use of potable water for dust suppression, and it is anticipated that the City may transition to the less restrictive Level 2 Water Conservation Measures in late April 2023.¹³⁵ However, if the City transitions to Level 4 Water Conservation Measures, the Project would be required to use reclaimed water for construction purposes or receive a City waiver. Should the Project receive a waiver for the use of potable water during construction, such water use would be more than the current non-existent water consumption at the Project Site; however, construction-period water demand would be temporary and is typically significantly less than operational demand, which, as detailed below, can be accommodated by the existing infrastructure. Accordingly, the existing water infrastructure would similarly meet the limited and temporary water demand associated with construction of the Project such that no new or expanded water facilities would need to be constructed to meet the Project's construction demands.

When analyzing the capacity of the water infrastructure to serve a project, although domestic water demand would be the main contributor to water demand in the long term, fire flow demand has a much greater instantaneous impact on infrastructure and, therefore, is the primary means for analyzing infrastructure capacity of the local delivery system. The water demand of a project and the capacity of existing water supply lines and fire hydrants are evaluated and managed by the Cal-Am. Encroachment permits and construction plans would be evaluated by the City's Public Works Department and Community Development Department during their review of the Project's construction plans during the building permit plan check process.

The Project would also be developed in compliance with CALGreen, which requires water-efficient appliances and fixtures, thereby ensuring efficient use of water at the Project Site. Furthermore, the building is anticipating a LEED certification.

If water main or other local delivery infrastructure upgrades are required, the City requires the Project Applicant to pay for such upgrades, which would be constructed by either the Project Applicant or the City. Impacts from such construction activities are part of typical site

¹³⁵ City of Thousand Oaks, *Level 3 Conservation Measures in Effect*, <https://www.toakswater.org/conservationstages>.

development and would not be substantial based on their temporary and localized nature both on-site and within existing rights-of-way or public easements that have been previously disturbed. The Project would be required to coordinate connections to the public water main with Cal-Am, which would avoid impacts related to service disruptions and the Project's plans, including the proposed sprinkler system, would be subject to the approval of the City and VCFD, which would avoid impacts related to pressure or capacity deficiencies.

The design and installation of onsite water infrastructure is regulated by Title 10, Chapter 2 of the TOMC. Consistent with TOMC requirements, all water infrastructure shall be designed and constructed in complete conformity with the Water Design and Construction Standards and approved plans and specifications. The Project would be subject to current VCFD requirements for fire flow and hydrant spacing/coverage and access, as well as California Fire Code, or the current edition at the time the Project is permitted and developed, as amended by the Ventura County Fire Code (Ventura County Municipal Code Section 5111, Ordinance No. 31). Compliance with the Fire Code standards would be ensured through the plan check process prior to the issuance of building permits.

Based on the above, the Project would not require the relocation or expansion of existing water treatment or water main infrastructure, and the construction of new onsite hydrants and water conveyance lines for domestic and fire flow would not result in significant environmental effects. Further, the Project would be required to pay water connection fees. Providers would use these fees, at least in part, to fund projects and programs necessary to meet their regulatory obligation with respect to treatment requirements, treatment capacity, and supply reliability. Accordingly, impacts related to the construction or relocation of water facilities would be less than significant.

Wastewater Treatment Facilities

The Project Site is in an urban area with existing wastewater infrastructure. Wastewater generated within the City is conveyed to and treated at the Hill Canyon Treatment Plant (HCTP). There is an existing 10-inch sewer main within Corporate Center Drive and an existing 12-inch sewer main within Lawrence Drive, both which offer an existing sewer lateral connection to the Project Site. As detailed below in response to Checklist Question 4.19(c), the HCTP has adequate capacity to serve the Project. Accordingly, it is not anticipated that the Project would require the construction of new wastewater treatment facilities. In addition, because the Project Site is located in an urbanized, developed part of the City adjacent to existing public wastewater infrastructure currently serving the surrounding industrial and commercial developments, it is not anticipated that upgrades to the capacity of the existing sewer main would be required. However, should the City determine during their review of the Project's wastewater system plans that upgrades to the sewer main(s) or service lateral that would serve the Project is necessary to accommodate the anticipated wastewater flows of the Project, TOMC Section 10.1-412 requires that the Project furnish, install, and offer for dedication to the City all necessary local system improvements as required by the Public Works Department, designed, and constructed according

to the Wastewater Design and Construction Standards and subject to approval and acceptance by the City.

During construction of the Project, workers would utilize portable toilets. All wastewater generated in portable toilets would be collected by a permitted portable toilet waste hauler and appropriately disposed of at an identified liquid-disposal station. As such, wastewater generated at the Project Site during construction would not contribute to wastewater flows to the City's wastewater system or require the expansion of existing or construction of new City wastewater collection lines.

Operation of the Project would require installation of new wastewater conveyance lines to serve the new warehouse building. As shown on the Project's Utility Plan (see Figure 4.19-1), the Project proposes to connect to the existing 10-inch sewer main within Corporate Center Drive via an existing service lateral. Activities associated with the installation of wastewater conveyance lines would be limited to trenching for onsite wastewater conveyance lines, and minor offsite work associated with connections to the existing service lateral. Impacts from such construction activities are part of typical site development and would not be substantial based on their temporary and localized nature both on-site and within existing rights-of-way or public easements that have been previously disturbed. Furthermore, the design and installation of onsite wastewater infrastructure is regulated by Title 10, Chapter 1 of the TOMC. Consistent with TOMC requirements, all wastewater infrastructure shall be designed and constructed in complete conformity with the City's Wastewater Design and Construction Standards and approved plans and specifications. As part of plan check prior to the issuance of the Project's building permit, the Applicant would be required to submit a wastewater permit application that would include the proposed wastewater system plans for review and approval by the City's Public Works Department, as well as pay the wastewater service connection charge. As required by TOMC Section 10-1.408(b), the Community Development Department would inspect and approve the service lateral connection to the warehouse's wastewater conveyance lines.

Based on the above, the Project would not require the relocation or expansion of existing wastewater treatment or sewer main infrastructure, and the construction of new onsite wastewater conveyance lines would not result in significant environmental effects. Accordingly, impacts related to the construction or relocation of wastewater facilities would be less than significant.

Stormwater Drainage Facilities

Refer to Checklist Section 4.10, Hydrology and Water Quality, for a detailed discussion of stormwater drainage facilities. As discussed there, the Project's Stormwater Compliance Study determined that the overall drainage pattern would remain unchanged following implementation of the Project.¹³⁶ In addition, there would be a reduction in the volume of stormwater runoff

¹³⁶ Ware Malcomb, *Stormwater Compliance Study for Parcel Map: 4013, August 18, 2022, page 3.*

following a 10-year, 25-year, and 50-year storm events under Project conditions as compared to existing conditions.¹³⁷ As detailed below in response to Checklist Question 4.10(c)(ii), because the capacity of the stormwater drainage system within Corporate Center Drive adequately handles the Site's runoff under existing conditions, it is anticipated that it would sufficiently handle the Site's runoff under Project conditions and would not be expected to require expansion or the construction of new facilities. However, should the City determine improvements to the stormwater drainage system are necessary during the normal permit review process, the Applicant would be responsible for the improvements. Impacts from such construction activities are part of typical site development and would not likely be substantial based on their temporary and localized nature both onsite and within existing rights-of-way or public easements that have been previously disturbed.

The Project would include onsite stormwater drainage facilities, including catch basins and modular wetlands. Specifically, runoff would drain into new onsite gutters and be collected by a series of catch basins along onsite storm drains, which would convey flow into three modular wetlands located along the Site's northern border for treatment prior to discharge into the existing 18-inch storm drain onsite, and ultimately into the public storm drain catch basin at the corner of Lawrence Drive and Corporate Center Drive. Such onsite improvements are designed to screen trash and treat stormwater prior to discharge in the existing storm drain system and, as detailed in Checklist Section 4.10, would have less-than-significant impacts.

Based on the above, the Project would not require the expansion of or construction of new offsite stormwater drainage facilities and the construction of new onsite stormwater drainage facilities would not result in significant environmental effects.

Electric Power Facilities

Electrical power would be provided to the Project by SCE. Electricity demand during construction would vary throughout the construction period based on the construction activities being performed, and would cease upon completion of construction. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption. Accordingly, it is not expected that the temporary demand for electricity during construction would require new electric power facilities.

Operation of the Project would require electricity for multiple purposes including building heating and cooling, building and parking lot lighting, and electronic equipment and appliances. As detailed in response to Checklist Question 4.6(a), the estimated electrical demand of the Project during operation would represent an insignificant percentage of SCE's projected and planned for annual sales. SCE routinely plans capacity additions and changes at existing and new facilities as needed to supply area load. The Project's electrical consumption would be part of the total load growth forecast for SCE's service area and has been accounted for in the planned growth of their power system. The Project would be subject to statewide mandatory energy requirements as

¹³⁷ Ware Malcomb, *Stormwater Compliance Study for Parcel Map: 4013, August 18, 2022, page 5.*

outlined in CCR Title 24, Part 6. CCR Title 24, Part 11, contains additional energy measures that are applicable to the proposed Project under CALGreen. Furthermore, the building is anticipating a LEED certification. Compliance with modern efficiency standards and building a structure consistent with LEED certification standards would likely mean that the Project would require less energy than other buildings in the surrounding area. For these reasons, the Project is not expected to require substantial amounts of energy such that new or expanded electrical infrastructure related to supply generation or regional distribution would be required.

However, the Project would require the installation of new onsite electrical distribution facilities and connection to the offsite electrical system. All electrical facility installation and connection to the existing system would be done in coordination and under the approval of the SCE. Impacts from such construction activities are part of typical site development and would not be substantial based on their temporary and localized nature both onsite and within existing rights-of-way or public easements that have been previously disturbed.

Based on the above, the construction of new onsite electric power distribution facilities would not result in significant environmental effects and the expansion of offsite electric power sources or regional distribution infrastructure would not be required. Accordingly, impacts would be less than significant.

Natural Gas Facilities

Construction activities do not typically require the use of natural gas as the majority of construction equipment is powered by gasoline or diesel and the remaining equipment is made up of tools powered by batteries or electricity. In addition, as discussed in Checklist Section 4.6, Energy, of this IS/MND, the energy demands of Project operation would be supplied entirely by electricity and no natural gas would be required. Therefore, the relocation or construction of new or expanded natural gas facilities would not be required and are not proposed by the Project. Therefore, less than significant impacts related to the expansion, relocation, or construction of natural gas facilities would occur.

Telecommunications Facilities

Because the Project Site is located in a developed area, existing telecommunications facilities and access to regional telecommunications infrastructure currently exists in the vicinity of the Site. Connections to existing infrastructure would be made during construction and are considered part of this Project. As such, impacts of such connections have been analyzed for their effects in this IS/MND. As demonstrated throughout this document, significant environmental impacts would not result from the proposed Project. During Project operation, existing local telecommunication maintenance and operations groups would continue to ensure that telecommunication services reach the Project Site and the City. Furthermore, telecommunication services are provided by private companies, the selection of which is at the discretion of the Applicant and/or the successor on an ongoing basis. Upgrades to existing telecommunication facilities and construction of new facilities to meet the demand of users is determined by

providers and is subject to its own environmental review. Accordingly, impacts related to the construction or relocation of telecommunication facilities would be less than significant.

Mitigation Measures

None 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?

Less than Significant Impact. Construction activities, such as dust control, concrete mixing, and equipment cleaning, would temporarily increase the demand for water at the Project Site. The City is currently in water Level Conservation Measures 3 (out of 6), which allows the use of potable water for dust suppression, and it is anticipated that the City may transition to the less restrictive Level 2 Water Conservation Measures in late April 2023.¹³⁸ However, if the City transitions to Level 4 Water Conservation Measures, the Project would be required to use reclaimed water for construction purposes or receive a City waiver. Should the Project receive a waiver for the use of potable water during construction, such water use would be more than the current non-existent water consumption at the Project Site; however, construction-period water demand would be temporary and is typically significantly less than operational demand, which, as described below, would not exceed projected demands or available and planned supplies. Accordingly, water supplies would be adequate to meet construction demand.

Operation of the Project would be required to be consistent with Title 24 mandatory water efficiency and conservation requirements to include water-conserving indoor plumbing fixtures and fittings. In addition, Project landscaping irrigation would also comply with the California Department of Water Resource's Model Water Efficient Landscape Ordinance, and the Project's landscaping is to be consistent with the City's Forestry Master Plan which identifies drought-tolerant and water-wise landscaping that are appropriate for specific geographic areas in the City. Accounting for compliance with these requirements and water conservation measures, the CalEEMod outputs prepared for the Project (see Appendix A of this IS/MND) estimated that the Project would have an annual water demand of 28.3 million gallons per year (86.8 acre-feet per year [AFY]).

Potable water would be supplied by Cal-Am, a private water supplier that imports water from CMWD.¹³⁹ CMWD is a wholesale water agency whose primary source of water is SWP water purchased from MWD. Because Cal-Am relies entirely on imported water, water supply available to Cal-Am is governed by CMWD and 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,

¹³⁸ City of Thousand Oaks, Level 3 Conservation Measures in Effect, <https://www.toakswater.org/conservationstages>.

¹³⁹ City of Thousand Oaks, Public Works Department, Water Service Areas Map, <https://www.toaks.org/departments/public-works/maintenance/water-supply-quality/water-service-areas>.

CMWD has incorporated groundwater storage strategies and water transfer agreements into its water resources portfolio.¹⁴⁰ MWD has plans for supply implementation and continued development of a diversified resource portfolio including programs in the Colorado River, SWP, Central Valley storage and transfers programs, local resource projects, and in-region storage that enables the region to meet its water supply needs.¹⁴¹ Through such portfolio diversification and storage and transfer efforts, CMWD and MWD have described in their UWMPs that they are capable of supplying current and projected future demands to their customers, including Cal-Am (and by extension the portions of the City served by Cal-Am) through 2045 during normal, single dry year, and five consecutive year drought scenarios.¹⁴²

Demographic growth is a major driver of current and future water demand. Accordingly, regional growth forecasts prepared by designated planning agencies (e.g., SCAG's Connect SoCal) serve as the core assumptions for the demand forecasts contained within URWMPs. As detailed in Checklist Section 4.14, Population and Housing, of this IS/MND, the jobs that would be generated by the Project would be consistent with the employment growth projections prepared by SCAG for the City. Accordingly, the water demand associated with the Project would be part of the total growth expected for the City and has been accounted for within water supply projections.

Based on the above, the Project's water demand has been accounted for in projected growth for the City and water supply projections prepared by the water service providers anticipates that adequate water would be available to meet water supply demands under all hydrological conditions. As such, the project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. Impacts would be less than significant.

Mitigation Measures

None 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?**

Less than Significant Impact. As discussed in response to Checklist Question 4.19(a), the City uses the HCTP for wastewater treatment. The HCTP has a capacity to treat 14 million gallons of wastewater per day and currently treats an average of 8 million gallons.¹⁴³ According to the CalEEMod outputs prepared for the Project (see Appendix A), the Project's indoor water demand would be approximately 27.8 million gallons per year, or approximately 76,164 gallons per day. Assuming that 100 percent of the Project's indoor water demand would subsequently be treated

¹⁴⁰ *Calleguas Municipal Water District, 2020 Urban Water Management Plan, June 2021, pages 6-1 through 6-6.*

¹⁴¹ *Metropolitan Water District of Southern California, 2020 Urban Water Management Plan, June 2021, page ES-7.*

¹⁴² *California American Water Company – Ventura County District, 2020 Urban Water Management Plan, June 2021, page 6-5.*

¹⁴³ *City of Thousand Oaks, Public Works Department, Hill Canyon Treatment Plant, <https://www.toaks.org/departments/public-works/operations/hill-canyon-treatment-plant>.*

as wastewater, the Project's wastewater generation would represent a nominal increase of 0.95 percent over current wastewater received and would account for 1.3 percent of the remaining daily capacity at the HCTP. As such, the Project would result in a determination by the wastewater treatment provider that it has adequate capacity to serve the Project's projected demand in addition to existing commitments. Therefore, impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None 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?

Less than Significant Impact. Reduction goals for solid waste, construction and demolition debris, and organic waste are codified pursuant to several state and local laws and regulations:

- **Solid Waste:** Under state law (AB 939, as amended by AB 341), jurisdictions are currently required to meet a solid waste diversion goal of 75 percent.
- **Construction and Demolition Debris:** As required by Senate Bill (SB) 1374 (signed in 2002), the California Department of Resources Recycling and Recovery (CalRecycle) adopted a model ordinance for diverting 50 to 75 percent of all construction and demolition waste from landfills on March 16, 2004.¹⁴⁴ In addition, current CALGreen code standards require construction projects to recycle and/or salvage for reuse a minimum 65 percent of nonhazardous construction and demolition waste. Consistent with SB 1374 and CALGreen requirements, the City's Construction and Demolition Debris Recycling Ordinance (Ordinance No. 1639-NS), established in 2017, requires that construction and/or demolition projects in the City of Thousand Oaks divert a minimum of 65 percent of construction and demolition waste from landfill disposal through recycling and reuse. In addition, consistent with mandatory requirements of the 2022 CALGreen standards, Section 6.-3.106 of the TOMC requires that building permit applicants submit a C&D Debris Plan for approval before receiving a permit and a Final Report at the time of Final Inspection of their project.
- **Recycling:** AB 341 requires that 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, AB 1327, as amended, requires each local jurisdiction to adopt an ordinance requiring qualifying land uses, including commercial and industrial uses, to provide an adequate storage area for the collection and removal of recyclable materials. Consistent with AB 341 and AB 1327, the City's Ordinance 1688-NS, effective December 2021, regulates the placement, maintenance, and enclosure of collection bins for recyclable materials.

¹⁴⁴ California Department of Resources Recycling and Recovery, Senate Bill 1374 (2002), August 24, 2018.

- Organic Waste: AB 1826 requires jurisdictions to implement an organic waste¹⁴⁵ recycling program for businesses, including outreach, education, and monitoring of affected businesses. As of January 1, 2017, businesses that generate 4 cubic yards or more of commercial solid waste per week also were required to arrange for organic waste recycling services. In September 2020, CalRecycle reduced this threshold to 2 cubic yards of solid waste (i.e., total of trash, recycling, and organics) per week generated by covered businesses.¹⁴⁶ The City's Ordinance 1688-NS was enacted to assist the City comply with the requirements of AB 1826 and regulates the separation, containment, collection, and processing/disposal of organic waste within the City.

Temporary construction and demolition (C&D) collection and hauling within the City is only permitted by Athens Services, E.J. Harrison and Sons, or Ware Disposal.¹⁴⁷ The Project's approved haul route indicates that C&D waste and soil export would be disposed of at Calabasas Landfill (5300 Lost Hills Road), located approximately 12.5 miles southeast of the Project Site in the City of Agoura. The Calabasas Landfill is a Class III Non-Hazardous municipal landfill permitted to accept non-hazardous solid and inert wastes, including green materials; tires; and mixed municipal, industrial, and C&D wastes. As of December 2014, the Calabasas Landfill has a remaining capacity of 14,500,000 cubic yards and an anticipated closure in the year 2029. The Calabasas Landfill has a permitted daily throughput of 3,500 tons per day.¹⁴⁸

The City contracts with Athens Trash Service for regular operational solid waste collection and disposal services.¹⁴⁹ The closest active landfill to the Project Site permitted to accept refuse for landfill disposal is the Simi Valley Landfill & Recycling Center (SVL), which is located in Simi Valley approximately 10 miles northwest of the Project Site. The SVL provides safe and convenient non-hazardous disposal and recycling services for communities, businesses, and industries in Ventura County. SVL is a Class III Non-Hazardous municipal solid waste landfill and recycling facility fully permitted to accept non-hazardous municipal refuse; appliances; tires; C&D materials; clean dirt; clean asphalt/concrete; mixed inerts; and woodwaste and greenwaste.¹⁵⁰ As of January 2019, SVL has a remaining capacity of 82,954,873 cubic yards and an anticipated closure in the year 2063.¹⁵¹ The SVL has a permitted daily throughput of 9,250 tons per day, consisting of 3,000 tons of refuse

¹⁴⁵ AB 1826 defines "organic waste" as food waste, green waste, landscape and pruning waste, non-hazardous wood waste, and food-soiled paper waste that is mixed in with food waste.

¹⁴⁶ California Department of Resources Recycling and Recovery, Mandatory Commercial Organics Recycling, www.calrecycle.ca.gov/recycle/commercial/organics/. Accessed August 22, 2022.

¹⁴⁷ City of Thousand Oaks, Public Works Department, Bin and Dumpster Rental, <https://www.toaks.org/departments/public-works/sustainability/trash-recycling/trash-recycling-residential-services/bin-and-dumpster-rental>.

¹⁴⁸ California Department of Resources Recycling and Recovery, Calabasas Landfill (19-AA-0056), <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/3579?siteID=1041>.

¹⁴⁹ City of Thousand Oaks, Public Works Department, Sustainability, Trash and Recycling, <https://www.toaks.org/departments/public-works/sustainability/trash-recycling>.

¹⁵⁰ WM, Simi Valley Landfill, Accepted Materials, <https://www.wm.com/location/california/ventura-county/landfill/acceptable-materials.jsp>.

¹⁵¹ California Department of Resources Recycling and Recovery, Simi Valley Landfill & Recycling Center (56-AA-0007), <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/608?siteID=3954>.

and 6,250 tons of recyclable materials.¹⁵² Project-generated recyclable materials would be taken to the Athens Sun Valley Materials Recovery Facility (Sun Valley MRF); organic waste would be taken to the Crown Recycling Services Facility (Crown RSF) in Sun Valley.¹⁵³ The Sun Valley MRF is permitted to accept 1,500 tons of recyclable materials for transfer and processing per day,¹⁵⁴ the Crown RSF is permitted to accept 6,700 tons of materials per day.¹⁵⁵

Construction

The Applicant estimates that construction would result in 11,427 cubic yard of waste requiring hauling and disposal, consisting of 6,000 cubic yards of soil and 5,427 cubic yards of demolition debris. With a remaining capacity of 14,500,000 cubic yards, the Project's 11,427 cubic yards of waste would represent a negligible portion of the Calabasas Landfill's capacity. Conservatively using the maximum density reported for the alluvium beneath the Site to a depth of 5 feet (114.1 pounds per cubic foot),¹⁵⁶ and the anticipated amount of soil requiring export and disposal (6,000 cubic yards, or 162,000 cubic feet), the Project is expected to require disposal of 18,484,200 pounds, or 9,242 tons of soil. With an anticipated grading period of 22 days, the Project would require disposal of approximately 420 tons of soil per day. In addition, the Applicant estimates that 19,250 tons of demolished material would require disposal. Over a demolition period of 24 days, this would translate to approximately 802 tons of demolition debris per day. Based on Calabasas Landfill's permitted daily throughput of 3,500 tons, there would be adequate capacity to accept the Project's C&D waste during both demolition and grading phases.

Pursuant to the requirements of Section 6.-3.106 of the TOMC, building permit applicants must submit a C&D Debris Plan for approval before receiving a permit and a Final Report at the time of Final Inspection of their project. In accordance with the requirements of the City's Construction and Demolition Debris Recycling Ordinance (Ordinance No. 1639-NS), which was established in 2017 and is consistent with the requirements of SB 1374 and CALGreen, it is assumed that 65 percent of the Project's construction waste would be diverted from disposal. Based on the available capacity and the required diversion requirements, construction of the Project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. As such, impacts would be less than significant.

¹⁵² WM, Simi Valley Landfill, <https://www.wm.com/location/california/ventura-county/landfill/index.jsp>.

¹⁵³ Athens Services, Paul Yanez, Division Vice President, Los Angeles Metropolitan Area, Email Correspondence, April 3, 2023.

¹⁵⁴ California Department of Resources Recycling and Recovery, Athens Sun Valley Mat. Rec. & TS (19-AR-5581), <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/6027?siteID=1653>.

¹⁵⁵ California Department of Resources Recycling and Recovery, Crown Recycling Services (19-AR-0303), <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/3148?siteID=1501>.

¹⁵⁶ Geocon West, Inc., Preliminary Geotechnical Investigation, Proposed Industrial Distribution Center, Lawrence Drive & Corporate Center Drive, Thousand Oaks, California, APN: 667 0172 015, 667 0172 025, 667 0172 035, December 8, 2020, Appendix A: Field Investigations, Boring Logs 1 through 8.

Operation

Based on solid waste generation rates calculated by CalEEMod (see Appendix A to this IS/MND), it is estimated that the Project would generate approximately 113 tons of solid waste per year. As with all solid waste generating uses within the City, the Project would be subject to the diversion requirements of AB 939, as amended by AB 341. Accordingly, it is assumed that the Project's 113 tons of annual solid waste would consist of 84.7 tons of recyclable materials and 28.3 tons of refuse for landfill disposal annually, or 0.23 tons of recyclable materials and 0.08 tons of refuse daily. CalRecycle estimates that approximately 10.5 percent of the recyclable materials generated within Ventura County by Durable Wholesale and Trucking land uses, which includes warehouses, consists of organic waste.¹⁵⁷ Therefore, approximately 0.02 tons of the Project's 0.23 tons of recyclable materials would be organic waste. As detailed above, the Project's refuse would be disposed of at the SVL, which is permitted to accept 3,000 tons of refuse for landfill disposal per day, and has an estimated remaining operational period of at least 40 years. The Project's anticipated waste stream would represent 0.003 percent of the amount of daily refuse for landfill permitted at the SVL. Accordingly, SVL would have the capacity and remaining operational time to adequately serve the Project. Project-generated recyclable materials would be taken to the Sun Valley MRF, which is permitted to accept 1,500 tons of recyclable materials per day, while Project-generated organic waste would be taken to the Crown RSF, which is permitted to accept 6,700 tons of materials per day. While the volume of recycling and organic materials currently received at the Sun Valley MRF and Crown RSF, respectively, the Project's 0.21 tons of non-organic recyclable materials would represent 0.01 percent of the Sun Valley MRF's permitted daily capacity and the 0.02 tons of organic materials would represent 0.0003 percent of the Crown RSF's permitted daily capacity, which would not be a substantial percentage of permitted capacity. Furthermore, Athens operates several materials transfer and processing facilities and has access to other facilities throughout Ventura and Los Angeles Counties where Project-generated recyclable materials, including organic waste, can be transferred or processed as needed.

The Project would generate solid waste of a type and amount consistent with typical warehouse land uses and those currently existing within the surrounding industrial area. Because the Project would be required to utilize a waste collection service permitted by the City that would transport waste to disposal facilities permitted to accept the types and amounts of waste anticipated from the Project, the solid waste generated by the Project, including recycling and organic green waste, would be picked up and disposed of in accordance with City Ordinance 1688-NS, which was enacted pursuant to the solid waste diversion goals of AB 939 (as amended by AB 341), the recycling requirements of AB 341 and AB 1327, and the organic waste diversion requirements of AB 1826. The Project Site is located in an urban area with established solid waste collection routes (i.e., Athens Trash Services under contract to the City Public Works Department). Transport of the

¹⁵⁷ California Department of Resources Recycling and Recovery, *Business Group Waste Stream by Material Type, Ventura County, Durable Wholesale & Trucking*, <https://www2.calrecycle.ca.gov/WasteCharacterization/MaterialTypeStreams?bg=104>.

Project's solid waste would occur along one of Athens' established pick-up and disposal routes. Thus, the Project would not result in the need for additional solid waste collection routes.

Based on the above, the Project's operational waste generation would not exceed the permitted capacity of SVL, would implement the waste separation and storage requirements required by City Ordinance 1688-NS, and would utilize waste collection services and landfills permitted to collect, transport, and dispose of the Project's anticipated waste stream. Therefore, the Project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, and impacts would be less than significant.

Mitigation Measures

None required.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. During construction, the Project would be required to comply with the C&D diversion requirements of City Ordinance No. 1639-NS. Specifically, the Project would be required to contract with a City-approved C&D collection and hauling service provider (Athens Services, E.J. Harrison and Sons, or Ware Disposal). In addition, the Project's approved Haul Route establishes that the Project's C&D waste would be disposed of at the Calabasas Landfill, a permitted Class III landfill. Approved collection service providers and permitted disposal facilities are mandated to comply with state diversion requirements. The Project's utilization of approved collection service providers and permitted disposal facilities would be ensured through the mandatory C&D Debris Plan that would outline the anticipated amount of C&D waste, the estimated amount that would be diverted from landfill, and identify the City-permitted C&D waste hauler and the waste/recycling facility to receive C&D waste resulting from construction of the Project. City Ordinance No. 1639-NS was enacted pursuant to the C&D waste diversions goals of CALGreen standards and SB 1374 requirements.

During operation, the Project would implement the waste separation and storage requirements required by City Ordinance 1688-NS. Specifically, the Project would be required to provide separate containers for the collection of refuse for landfill disposal, recyclables, and organic waste. Collection containers must be maintained in sanitary conditions and must be stored in designated enclosures that comply with all conditions set forth in the City's Waste Enclosure Guidelines. City Ordinance 1688-NS was enacted pursuant to the solid waste diversion goals of AB 939 (as amended by AB 341), the recycling requirements of AB 341 and AB 1327, and the organic waste diversion requirements of AB 1826.

Based on the above, the Project would comply with City Ordinance 1639-NS requirements during construction and City Ordinance 1688-NS during operation. These local ordinances were enacted to assist the City in meeting the solid waste management and diversion requirements of SB 1374,

AB 939, AB 341, AB 1327, and AB 1826. Therefore, the Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. Impacts would be less than significant.

Mitigation Measures

None required.

CUMULATIVE IMPACTS

Cumulative water, wastewater, storm drain, electricity, natural gas, and telecommunications infrastructure impacts are considered on a system-wide basis and are associated with the capacity of existing and planned infrastructure from local responsible agencies. Water lines, trunk sewers, stormwater facilities, or other public utilities within the Project area could require upgrades or expansions as cumulative development occurs. Agencies would continue to expand delivery capacity as needed to meet demand increases within its service area at the lowest cost and risk consistent with their environmental priorities and reliability standards. Development projects would also be anticipated to incorporate site-specific infrastructure improvements, as necessary. As with the Project, each of the related projects would be reviewed by the City to identify necessary facilities and service connections to meet the needs of their respective projects. Project applicants would be required to provide for the needs of their individual projects, thereby contributing to the utility infrastructure in the Project area. Infrastructure improvement is a typical and expected part of the provision of utilities and would not be expected to result in significant impacts to the environment. Therefore, cumulative development would not result in significant cumulative impacts. In addition, because the Project would not result in significant impacts associated with new or expanded facilities within the Project area, the Project's contribution to cumulative impacts would be less than cumulatively considerable.

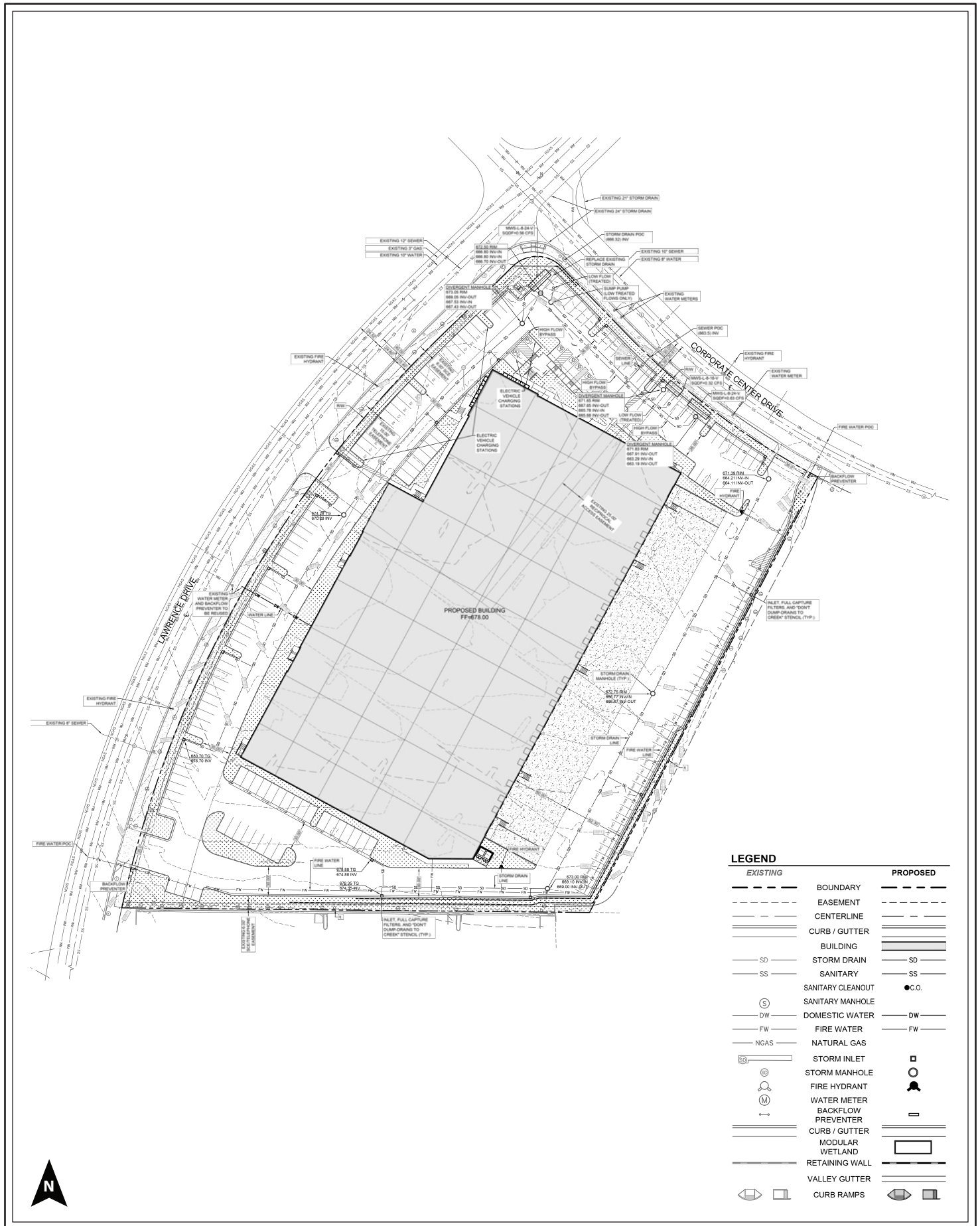
Cumulative water supply impacts are considered on a purveyor service area basis and are associated with the adequacy of the primary sources of water. As described above, CMWD and MWD's UWMPs show that with anticipated growth projections, there would be sufficient water supply through 2045. Furthermore, all development is required to meet water conservation goals established by state and local regulations. As a result, cumulative development would result in less than significant cumulative impacts to water supply. Furthermore, because development of the Project would result in less than significant impacts, the implementation of the Project would result in less than cumulatively considerable impacts to water supply.

The geographic scope for cumulative impacts related to wastewater facilities includes cumulative projects located within the service area of the HCTP. The project and cumulative projects would increase cumulative demand for wastewater treatment at HCTP. Monitoring of wastewater flows and identification of the needs for future treatment capacity for all of the development in the entire service area is an on-going activity of the City. As with the Project, related projects would be required to evaluate their impacts on treatment capacity at HCTP. In addition, future development of new treatment plans, upgrades and improvements to existing capacity, development of new technologies will ultimately determine future

available capacity. Therefore, Project impacts on the wastewater treatment systems would not be cumulatively considerable, and cumulative impacts would be less than significant.

The estimated remaining capacity for the SVL is approximately 82,954,873 cubic yards. It is anticipated that the landfill will be available to accept solid waste until 2063. Because the Project would represent less than 0.003 percent of the daily permitted refuse capacity and would generate recyclable materials, including organic materials, in amounts that would be negligible compared to the permitted intakes of the Sun Valley MFR and the Crown RSF, respectively, as well as the greater regional disposal capacity available to the waste hauler, the Project's impact would be less than significant, and the contribution of the Project's impact on solid waste infrastructure would be less than cumulatively considerable.

As with the Project, cumulative development is expected to comply with all federal, state, and local statutes related to solid waste disposal, and impacts would be less than cumulatively significant. Because the Project would comply with all federal, state, and local statutes related to solid waste disposal, the Project's contribution to cumulative solid waste impacts would be less than cumulatively considerable.



Source: Ware Malcomb, 2022



Figure 4.19-1
Project Utility Plan

4.20 Wildfire

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

As detailed in Checklist Section 4.15, Public Services, fire protection services for the City are under the jurisdiction of the VCFD. As such, the Project Site is not located within a state responsibility area (SRA). However, as mapped by CalFIRE, the Project Site is located within a VHFHSZ within an LRA.¹⁵⁸ Additionally, the City's General Plan Safety Element identifies the Project Site as within a VHFHSZ.¹⁵⁹

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

Less than Significant Impact. The City's 2020 EOP provides emergency guidelines for responding to disasters, including wildfire. Emergency response is managed from the EOC, located at City Hall.

¹⁵⁸ California Department of Forestry and Fire, FHSZ Viewer, <https://egis.fire.ca.gov/FHSZ/>.

¹⁵⁹ City of Thousand Oaks, General Plan, Safety Element, March 2014.

If the EOC is damaged or inaccessible in an emergency, an alternative EOC would be identified. In the event of an emergency requiring evacuation, the Ventura County Sheriff's Department (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. The City's General Plan Safety Element identifies major evacuation routes that would be used for evacuation during an emergency. The nearest major evacuation route to the Project Site is U.S. Highway 101 located approximately 0.75-mile to the south.

As discussed in Section 4.17, Transportation, the Project Site would be accessible through existing driveways on Lawrence Drive and Corporate Center Drive. No changes are proposed to the existing access, and the Project would not result in inadequate emergency access. Internal circulation would be designed and constructed to City and VCFD standards. As shown on Figure 2-3, full vehicular and fire truck access around the perimeter of the Site would be provided. Onsite circulation improvements (driveways and internal drive aisles) 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). Furthermore, the Project would not cause permanent alterations to vehicular circulation routes and patterns, impede public access, or travel upon public rights-of-way. The Project would not include the installation of barriers (e.g. perimeter fencing, fixed bollards, etc.) that could impede emergency access within the vicinity of the Project Site.

Based on the above, 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. As such, the Project would not impair an emergency response plan or evacuation plan and impacts would be less than significant.

Mitigation Measures

None required.

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

Less than Significant Impact. Wind speeds are influenced by topography, which influences fire risk by affecting fire spread rates. Typically, steep terrain results in faster fire spread upslope and slower spread downslope. Terrain that forms a funneling effect, such as chimneys, chutes, or saddles, on the landscape can result in especially intense fire behavior, including faster spread and higher intensity. Conversely, flat terrain tends to have little effect on fire spread, resulting in fires that are driven by vegetation and wind.

The Project Site does not contain slopes or prevailing winds typical of heightened wildfire risk. The Project Site slopes gently from an elevation of 687 feet above mean sea level (amsl) in the southwest corner to an elevation of 673 amsl in the northeast corner. The immediate vicinity is also relatively flat with the gently rolling Conejo Hills to the north beyond the industrial development of the Specific Plan 15 area. Average wind speeds and prevailing wind direction in the City vary throughout the year. The windier part of the year lasts from approximately November to May, with average wind speeds of more than 7.1 miles per hour. The calmer time of year lasts from approximately May to November, with average wind speed of 5.0 miles per hour. The wind flows most often from the west from March through October. The wind flows most often from the north from October through March.¹⁶⁰ However, the Site and surrounding area are subject to the periodic extreme fire weather conditions that occur throughout Ventura County. Santa Ana winds are warm winds that flow from the higher desert elevations in the north through the mountain passes and canyons. As they converge through the canyons, their velocity increases. Consequently, peak velocities are highest at the mouths of canyons and dissipate as they spread across valley floors. Santa Ana winds generally coincide with the regional drought period and the period of highest fire danger. As such, the Project Site may be subject to strong winds, such as Santa Ana winds.

The Project would redevelop an infill site with an industrial warehouse in an area where other industrial uses currently exist. All components associated with the Project would be subject to the 2022 California Building Code and the California Fire Code, or the current edition at the time the Project is permitted and developed, as amended by the Ventura County Fire Code (Ventura County Municipal Code Section 5111, Ordinance No. 31). These codes include provisions for building materials, vegetation clearance, and defensible space for fire prevention and life safety. An automatic sprinkler system and alarms would be installed throughout the building. The Project design would provide a fire-protective shell consisting of concrete exterior walls, anodized aluminum and hollow metal doors, and a flat roof with no eaves or soffit vents that could allow fire embers to enter the structure.

Additionally, project landscaping would be required to meet VCFD and state fire safety requirements for defensible space and be routinely maintained and not allowed to become dry or overgrown such that it would create a fire hazard. Proposed landscaping does not include highly flammable plants prohibited by VCFD Guideline 410, Prohibited Plant List. In accordance with VCFD Guideline 416, projects located within a VHFHSZ, such as the Project, are required to submit final landscape plans to VCFD for review and approval. Final landscape plans must show compliance with VCFD Fire Code; Standard 515 (Defensible Space and Fuel Modification Zones); Standard 517 (Application of Mulch and Chips in Defensible Space); Guideline 410 (Prohibited Plant List); Guideline 417 (Plant Reference Guide); Guideline 418 (Defensible Space); and Government Code 51182, Public resources Code 4291, Calif. Code Regulations Title 14 Sec

¹⁶⁰ *Weather Spark, "Climate and Average Weather Year Round in Thousand Oak California, United States" website database, <https://weatherspark.com/y/1736/Average-Weather-in-Thousand-Oaks-California-United-States-Year-Round>.*

1299.03 and CCR Title 19 Sec 3.07, as applicable; and recordation of a Fuel Modification Covenant and Agreement is required prior to final VCFD acceptance inspection.¹⁶¹ Any existing vegetation that the Project would retain would also require modification or removal to comply with Standard 515.

Implementation of the above fire protection and life safety features standardized in the California Building and Fire Codes, as implemented by the TOMC, in addition to the VCFD and state fire safety requirements for defensible space, would limit the potential for the Project to exacerbate wildfire risks in such a manner as to expose Project occupants to wildfire or pollutant concentrations from a wildfire to the degree possible. Therefore, this impact would be less than significant.

Mitigation Measures

None required.

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

Less than Significant Impact. The Project Site is located within an urbanized area currently developed with a variety of hardscapes, roads, and utility infrastructure, including water supply lines. The Project would redevelop the Project Site with a roadway around the proposed building and connections to utility infrastructure, install additional fire hydrant, and would maintain defensible space in accordance with VCFD and state fire safety requirements. However, as discussed in Section 4.19, Utilities and Service Systems, of this IS/MND, the Project would not require and does not proposed new construction, expansion, or relocation of utility infrastructure outside of the Project Site and the immediate adjacent street frontages. Project activities would not expand the footprint of development located within a fire hazard zone or extend further into wildland hazard zones.

The Project would use existing City-maintained, public roads and would not require the installation or maintenance of fire access roads. In addition, the Project is conditioned to underground utility lines. Utility connections required for the Project are included in the Project Design and have, accordingly, been analyzed for environmental effect in this IS/MND; as demonstrated in Section 4.19, the Project would not result in ongoing impacts on the environment associated with their installation. Furthermore, all building activities must comply with fire protection and prevention requirements specified by the California Code of Regulations and the California Occupational Safety and Health Administration. This includes various measures, such as easy accessibility of firefighting equipment, proper storage of combustible liquids, no

¹⁶¹ Ventura County Fire Department, Guideline 416 (Landscape and Fuel Modification Zone Plans), https://vcfd.org/wp-content/uploads/2021/11/416-Landscape_and_Fuel_Modification_Zone_Plans.pdf.

smoking in service and refueling areas, and worker training for firefighter extinguisher use. The Project would use existing City-maintained, public roads and Project activities would not extend into wildfire hazard zones. As such, impacts would be less than significant.

Mitigation Measures

None required.

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

Less than Significant Impact. The Project Site is not located in an area that is subject to significant risks associated with flooding or landslides, as discussed in Section 4.7, Geology and Soils, and Section 4.10, Hydrology and Water Quality, of this IS/MND. Additionally, as discussed in Section 4.10, Hydrology and Water Quality, of this IS/MND, the Project would not result in runoff or drainage changes that could result in significant risks to people or structures. Overall drainage patterns would remain unchanged and stormwater runoff would decrease under the Project as compared to existing conditions. As such, the Project would not expose people or structures to flooding or landslides

Post-fire slope instability is a direct result of exposure of a burned hillside area to rainfall. The removal of protective vegetative cover temporarily reduces the permeability of the underlying soil which increases runoff that can result in downstream flooding and surface debris flows hazards for up to 1 to 2 years following a fire event. Between 2 and 5 years, the time frame during which the roots of previous vegetation that was destroyed has decayed and before when new vegetation roots can take hold, increased water percolation makes a slope more susceptible to landslides.¹⁶² However, the Project Site and surrounding area are relatively flat and no steeply sloping hillsides are located in the immediate vicinity. The slopes of the Conejo Hills to the north are gently rolling and are not considered susceptible to landslides.

Based on the above, the Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes and impacts would be less than significant.

Mitigation Measures

None required.

CUMULATIVE IMPACTS

¹⁶² Rengers, et al., "The Evolving Types of Mass Failure After a Wildfire," *Geological Society of America, GSA 2020 Conference, Abstracts, Vol. 52 No. 6, 2020.*

The geographic scope for cumulative impacts is the City of Thousand Oaks, and more specifically, the Conejo Valley. As detailed in the analysis above, the Project Site is located within a VHFHSZ within an LRA. Additionally, portions of the Conejo Valley are located within SRAs, including those which have been designated as VHFHSZs. Accordingly, the Conejo Valley and surrounding terrain and open space areas present wildfire risks near the Project Site and the City.

The Project, combined with other projects in the region, would increase human activities and potential ignition sources in the Project area, which may increase wildfire risk. Individual projects would be required to comply with applicable 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 site 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, and are being regularly updated. The Project would be constructed in accordance with the California Fire Code and California Building Code, and Project landscaping would avoid the use of highly flammable plant species. Further, the Project Site is within a developed portion of the City and is not adjacent to undeveloped open space that poses a significant wildfire risk.

Other cumulatively considerable projects that may be located in or near a VHFHSZ or SRA would be required to comply with vegetation clearance requirements, as outlined in the California Fire Code and Ventura County Fire Code. The Ventura County Fire and Building Codes, along with project-specific needs assessments, would ensure that every project approved for construction includes adequate emergency access. Roads for all proposed projects are required to meet minimum widths, have an 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 VCFD and would be required to comply with the Ventura County Fire Code and other relevant County of Ventura code requirements and other applicable local codes and regulations related to fire safety, building construction, access, fire flow, and fuel modification. By complying with these requirements, each project would avoid creating obstacles to the routine extension of fire protection and emergency services in the vicinity. Further, as discussed in Section 3.15, the Project would not have significant impacts on service demands. Therefore, the Project would not result in cumulatively considerable impacts related to wildfire, and cumulative impacts would be less than significant.

4.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number, or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Less than Significant Impact with Mitigation Incorporated. *State CEQA Guidelines* Section 15065(a) requires a finding of significance if a project “has the potential to substantially degrade the quality of the environment.” In practice, this is the same standard as a significant effect on the environment, which is defined in *CEQA Guidelines* Section 15382 as “a substantial or

potentially substantial adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.”

As indicated by the analysis in Checklist Section 4.4, Biological Resources, the Project would require mitigation measures BIO-1 and BIO-2, to reduce potential impacts to nesting birds and protected trees. Following implementation of BIO-1 and BIO-2, impacts would be less than significant. As such, the Project would not substantially reduce the habitat of fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or substantially reduce the number or restrict the range of a rare or endangered plant or animal. As discussed in Checklist Sections 4.5, Cultural Resources, and 4.7, Geology and Soils, the Project would require mitigation measures CUL-1 through CUL-4 and GEO-1 through GEO-3 to reduce potential impacts to previously unidentified archaeological resources, human remains, and paleontological resources that could be inadvertently discovered during construction. Following implementation of CUL-1 through CUL-4 and GEO-1 through GEO-3, impacts would be less than significant. As such, the Project would not eliminate important examples of the major periods of California history or prehistory. As detailed throughout the remainder of the analysis presented in Section 4, Initial Study Checklist, the Project would not result in any additional potentially significant impacts. Therefore, the Project would not substantially degrade the quality of the environment. Impacts would be less than significant with mitigation.

Mitigation Measures

BIO-1 through BIO-2 (see Checklist Section 4.4), CUL-1 through CUL-4 (see Checklist Section 4.5 and Checklist Section 4.18), and GEO-1 through GEO-3 (see Checklist Section 4.7).

Mitigation Measures

None required.

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

Less than Significant Impact with Mitigation Incorporated. As described throughout this IS/MND, the proposed Project would potentially result in significant impacts related to the emission of criteria pollutants during construction (see Checklist Section 4.3); to nesting birds and protected trees (see Checklist Section 4.4); to previously unidentified archeological resources and human remains (see Checklist Section 4.5); and to previously unidentified paleontological resources (see Checklist Section 4.7). However, project-level mitigation measures have been identified that would reduce these impacts to less-than-significant levels. In addition, all reasonably foreseeable future development in the City would be subject to the same land use and environmental

regulations that have been described throughout this document for the Project. Furthermore, all development projects are guided by the policies identified in the City's General Plan and development regulations established in the TOMC. Therefore, compliance with applicable land use and environmental regulations would ensure that environmental effects associated with the proposed Project would not combine with effects from past, current, and reasonably foreseeable future development in the City to cause cumulatively considerable significant impacts. For these reasons, as detailed in the cumulative analyses presented for each environmental issue area of Section 4, Initial Study Checklist, cumulative impacts of the Project would be less than significant with mitigation incorporated.

Mitigation Measures

See AQ-1 in Section 4.3, Air Quality; BIO-1 and BIO-2 in Section 4.4, Biological Resources; CUL-1 through CUL-4 in Section 4.5, Cultural Resources; and GEO-1 through GEO-3 in Section 4.7, Geology and Soils.

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

Less than Significant Impact with Mitigation Incorporated. As required by *CEQA Guidelines* Section 15065(a)(4), a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA environmental issue areas, those that could directly affect human beings include air quality, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, noise, population and housing, public services, transportation, utilities and service systems, and wildfire. These changes are addressed in Checklist Sections 4.3, Air Quality; 4.7, Geology and Soils (for non-paleontological resources checklist questions); 4.8, Greenhouse Gas Emissions; 4.9, Hazards and Hazardous Materials; 4.10, Hydrology and Water Quality; 4.13, Noise; 4.14, Population and Housing; 4.15, Public Services; 4.17, Transportation; 4.19, Utilities and Service Systems; and 4.20, Wildfire of this IS/MND.

As detailed in these sections, all potential impacts of the Project have been identified and were determined to be less than significant or were reduced to less than significant levels following mitigation. As such, the Project would not have the potential to result in substantial adverse impacts on human beings, either directly or indirectly. Impacts would be less than significant with mitigation.

Mitigation Measures

AQ-1 (see Checklist Section 4.3).¹⁶³

¹⁶³ A potentially significant impact requiring mitigation was identified in Section 4.7, Geology and Soils; however, the impact is with regard to paleontological resources, which would not be an impact that caused an adverse change to the environment of human beings generally. The remainder of the checklist questions in Checklist Section 4.7, Geology and Soils, pertain to safety conditions related to seismicity and structural stability, which would have the potential to affect human beings generally, were found to be less-than-significantly impacted by the Project.

5 References

Association of Environmental Professionals, Final White Paper Beyond 2020 and Newhall: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California, October 18, 2016, https://califaep.org/docs/AEP-2016_Final_White_Paper.pdf.

Athens Services, Paul Yanez, Division Vice President, Los Angeles Metropolitan Area, Email Correspondence, April 3, 2023.

Biological Assessment Services, Biological Resources Review for the property at 1300 Lawrence Drive, Thousand Oaks, CA 91320, January 6, 2023.

California, Government Code, Article 8, Section 65302.

California Air Pollution Control Officers Association:

- California Emissions Estimator Model Version 2022.1.1.6.
- CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act, January 2008, <https://opr.ca.gov/docs/june08-ceqa.pdf>.

California Air Resources Board:

- 2022 Scoping Plan for Achieving Carbon Neutrality, November 16, 2022, <https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf>.
- California’s 2017 Climate Change Scoping Plan, November 2017, https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf.
- Climate Change Scoping Plan: A Framework for Change, May 2009, https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/document/adopted_scoping_plan.pdf.
- EMFAC2021 on-road vehicle emissions factor model.
- First Update to the Climate Change Scoping Plan: Building on the Framework, May 2014, https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf.
- National Ambient Air Quality Standards, <https://ww2.arb.ca.gov/resources/national-ambient-air-quality-standards>, 2019.
- California Ambient Air Quality Standards, <https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards>, 2019.

California American Water Company, Manny Barajas, Operations Supervisor, Conditional “Will Serve” Letter for 1300 Lawrence Dr (APN# - 667-0-172-025, 667-0-172-035), October 12, 2022.

California American Water Company – Ventura County District, Final 2020 Urban Water Management Plan, June 2021.

California Department of Conservation:

- California Earthquake Hazards Zone Application map, <https://maps.conservation.ca.gov/cgs/EQZApp/app/>.
- California Important Farmland Finder, <https://maps.conservation.ca.gov/DLRP/CIFF/>.
- California Williamson Act Enrollment Finder, <https://gis.conservation.ca.gov/portal/apps/webappviewer/index.html?id=180acf4745ff40a5a764c65a4a8278eb>.
- Ventura County Tsunami Hazard Areas, <https://www.conservation.ca.gov/cgs/tsunami/maps/ventura>.

California Department of Conservation, California Geologic Energy Management Division, Well Finder, <https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-118.92813/34.19579/14>.

California Department of Conservation, California Geological Survey:

- Landslide Inventory, <https://maps.conservation.ca.gov/cgs/lis/>.
- Open File Report 93-10, Generalized Mineral Land Classification Map of Southern Ventura County Aggregate Resources Only, 1993, Plate 1.

California Department of Finance, source for SCAG's 2021 Local Profiles Report Dataset, <https://scag.ca.gov/data-tools-local-profiles>.

California Department of Fish & Wildlife, California Natural Community Conservation Plans, April 2019, <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>.

California Department of Forestry and Fire, FHSZ Viewer, <https://egis.fire.ca.gov/FHSZ/>.

California Department of Public Health, Epidemiologic Summary of Valley Fever (Coccidioidomycosis) In California – 2020–2021, <https://www.cdph.ca.gov/Programs/CID/DCDC/CDPH%20Document%20Library/CocciEpiSummary2020-2021.pdf>.

California Department of Resources Recycling and Recovery:

- Athens Sun Valley Mat. Rec. & TS (19-AR-5581), <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/6027?siteID=1653>.
- Business Group Waste Stream by Material Type, Ventura County, Durable Wholesale & Trucking, <https://www2.calrecycle.ca.gov/WasteCharacterization/MaterialTypeStreams?bg=104>.
- Calabasas Landfill (19-AA-0056), <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/3579?siteID=1041>.
- Crown Recycling Services (19-AR-0303), <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/3148?siteID=1501>.
- Mandatory Commercial Organics Recycling, www.calrecycle.ca.gov/recycle/commercial/organics/. Accessed August 22, 2022.
- Senate Bill 1374 (2002), August 24, 2018.

- Simi Valley Landfill & Recycling Center (56-AA-0007), <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/608?siteID=3954>.

California Department of Transportation:

- California State Scenic Highway System Map, <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>.
- Transportation and Construction Vibration Guidance Manual, Sacramento, California. April 2020.

California Department of Water Resources, SGMA Basin Prioritization Dashboard Map, <https://gis.water.ca.gov/app/bp-dashboard/final/>.

California Employment Development Department, California Labor Force & Unemployment Rates, <https://labormarketinfo.edd.ca.gov/data/interactive-labor-market-data-tools.html>.

California Energy Commission, California Energy Demand 2019-2030 Baseline Forecast – LSE and BA Tables Mid Demand Case, Form 1.1c: Electricity Deliveries to End Users by Agency (GWh), Corrected February 2020, TN No. 232307, Docketed March 4, 2020.

California Governor’s Office of Planning and Research, Appendix D Noise Element Guidelines, https://opr.ca.gov/docs/OPR_Appendix_D_final.pdf, 2017.

California Public Utilities Commission, Southern California Edison – Moorpark-Newbury 66 kV Subtransmission Line Project, 2015.

California Regional Water Quality Control Board, Los Angeles Region, Order R4-2010-0108, NPDES Permit No. CAS004002, Waste Discharge Requirements for Storm Water (Wet Weather) and Non-Storm Water (Dry Weather) Discharges from the Municipal Separate Storm Sewer Systems Within the Ventura County Watershed Protection District, County of Ventura and the Incorporated Cities Therein, July 8, 2010, pages 8 and 11.

Calleguas Municipal Water District, 2020 Urban Water Management Plan, June 2021.

Calleguas Municipal Water District, 2020 Urban Water Management Plan, June 2021.

City of Fontana, Urban Crossroads, Fontana Industrial Development Noise Impact Analysis, revised June 27, 2013.

City of Los Angeles, Department of Transportation:

- Commuter Express 422, <https://www.ladottransit.com/comexp/routes/422/422.html>.
- Metro Route 161, <https://www.metro.net/riding/schedules/?line=161-13167>.

City of Perris General Plan, Noise Element, Appendix C: Technical Noise Area Definitions.

City of Thousand Oaks:

- 2020 Urban Water Management Plan, June 2021.
- Administrative Policies and Procedures: Vehicle Miles Traveled (VMT) Analysis for CEQA Compliance, APP No. 12-14.009, adopted July 1, 2020.
- City of Thousand Oaks Community Energy Plan, 2021, page 1.
- Final Active Transportation Plan, December 2019.
- Level 3 Conservation Measures in Effect, <https://www.toakswater.org/conservationstages>.
- Municipal Code
 - Appendix A: Rancho Conejo Industrial Park Specific Plan.
 - Title 7, Chapter 1, Article 1, Section 7-1.103.
 - Title 9, Chapter 4, Article 1.
 - Title 9, Chapter 4, Article 16.
 - Title 9, Chapter 4, Article 21, Section 9-4.2105 Permitted Use Matrix – Non-Residential Zones.

City of Thousand Oaks, Community Development Department:

- Development Activity Report Map, <http://map.toaks.org/Html5Viewer/Index.html?Viewer=dar>.
- General Plan
 - Circulation Policies, Resolution 97-8, adopted January 28, 1997.
 - Conservation Element, 2013.
 - General Plan Goals and Policies.
 - Land Use and Circulation Elements, Adopted April 24, 2018.
 - Noise Element, 2000.
 - Open Space Element, 2013.
 - Safety Element, March 2014.
 - Scenic Highway Element, 1974.

City of Thousand Oaks, Public Works Department:

- Bin and Dumpster Rental, <https://www.toaks.org/departments/public-works/sustainability/trash-recycling/trash-recycling-residential-services/bin-and-dumpster-rental>.
- Hill Canyon Treatment Plant, <https://www.toaks.org/departments/public-works/operations/hill-canyon-treatment-plant>.
- Memorandum: DP 2022-70824 1300 Lawrence Drive Traffic Impact/Trip Generation Analysis, October 21, 2022.
- Sustainability, Trash and Recycling, <https://www.toaks.org/departments/public-works/sustainability/trash-recycling>.
- Water Service Areas Map, <https://www.toaks.org/departments/public-works/maintenance/water-supply-quality/water-service-areas>.

City of Thousand Oaks Transit, Routes 40-44 System Map & Schedule, Effective September 6, 2022, <https://www.toaks.org/home/showpublisheddocument/42344/637975498833630000>.

Conejo Recreation and Park District, Parks Website, <https://www.crpdp.org/parks-reservations/parks/>.

East County Transit Alliance, CONNECT InterCity Dial-A-Ride, <https://www.toaks.org/home/showpublisheddocument?id=23067>.

Federal Emergency Management Agency, Flood Insurance Rate Map, City of Thousand Oaks, FEMA Map Number 06111C0958E, effective January 20, 2012, <http://msc.fema.gov/portal>.

Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 123, September 2018.

Geocon West, Inc., Preliminary Geotechnical Investigation, Proposed Industrial Distribution Center Lawrence Drive & Corporate Center Drive, Thousand Oaks, California, APN: 667 0172 015, 667 0172 025, 667 0172 035, Project No. W1251-0601, December 8, 2020.

Metropolitan Water District of Southern California, 2020 Urban Water Management Plan, June 2021.

Michael Brandman Associates, Noise Impact Analysis, Simi Valley McDonald's, City of Simi Valley, California, 2009.

MJN Landscape Design Studio, Oak Tree Letter/Report for 1300 Lawrence Dr., Thousand Oaks, Ca, April 18, 2023.

PaleoWest, LLC:

- Cultural Resource Assessment Report for the 1300 Lawrence Drive Industrial Building Project, Thousand Oaks, Ventura County, California, December 2, 2022.
- Paleontological Resource Assessment for the 1300 Lawrence Drive Industrial Building Report, City of Thousand Oaks, Ventura County, California, December 2, 2022.

Rengers, et al., "The Evolving Types of Mass Failure After a Wildfire," Geological Society of America, GSA 2020 Conference, Abstracts, Vol. 52 No. 6, 2020.

SCS Engineers:

- Phase I Site Assessment, 1300 Lawrence Drive, Approximately 6.75-Acre Parking Lot Site, Newbury Park, California 91320, March 25, 2022.
- Phase II Site Investigation Report, Approximately 6.75-Acre Parking Lot Site South of the Intersection of Lawrence Drive and Corporate Center Drive, Newbury Park, California 91320, November 23, 2020.

South Coast Air Quality Management District

- Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008.
- Greenhouse Gases CEQA Significance Thresholds Working Group Meeting No. 15, September 28, 2010, [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-)

ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-main-presentation.pdf?sfvrsn=2.

Southern California Association of Governments:

- 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments, adopted on September 3, 2020.
- 2020 Connect SoCal, Demographics & Growth Forecast Appendix.

U.S. Environmental Protection Agency:

- Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, NTID 300-1, 1971.
- Report on the Environment – Greenhouse Gases, 2020, <https://www.epa.gov/report-environment/greenhouse-gases>.

U.S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Mapper, <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>.

Ventura County Air Pollution Control District:

- Air Quality Assessment for CEQA, 2006, http://www.vcapcd.org/environmentalreview.htm#What_about_greenhouse_gases_and_CEQA.
- Ventura County Air Quality Assessment Guidelines, 2003, <http://www.vcapcd.org/pubs/Planning/VCAQGuidelines.pdf>.
- Ventura County Air Quality Management Plan, 2022, <http://www.vcapcd.org/AQMP-2022.htm>.

Ventura County, Thousand Oaks Area Plan, September 2020.

Ventura County Fire Department:

- Guideline 416 (Landscape and Fuel Modification Zone Plans), https://vcfd.org/wp-content/uploads/2021/11/416-Landscape_and_Fuel_Modification_Zone_Plans.pdf.
- Station 35, <https://vcfd.org/station-35/>.

Ventura County Transportation Commission:

- Routes 50-52, <https://www.goventura.org/vctc-transit/routes-schedules/hwy-101/>.
- Routes 70-73X, <https://www.goventura.org/vctc-transit/routes-schedules/east-county/>.

Ware Malcomb, Stormwater Compliance Study for Parcel Map: 4013, August 18, 2022.

Weather Spark, “Climate and Average Weather Year Round in Thousand Oaks California, United States” website database, <https://weatherspark.com/y/1736/Average-Weather-in-Thousand-Oaks-California-United-States-Year-Round>.

WM:

- Simi Valley Landfill, <https://www.wm.com/location/california/ventura-county/landfill/index.jsp>.
- Simi Valley Landfill, Accepted Materials, <https://www.wm.com/location/california/ventura-county/landfill/acceptable-materials.jsp>.