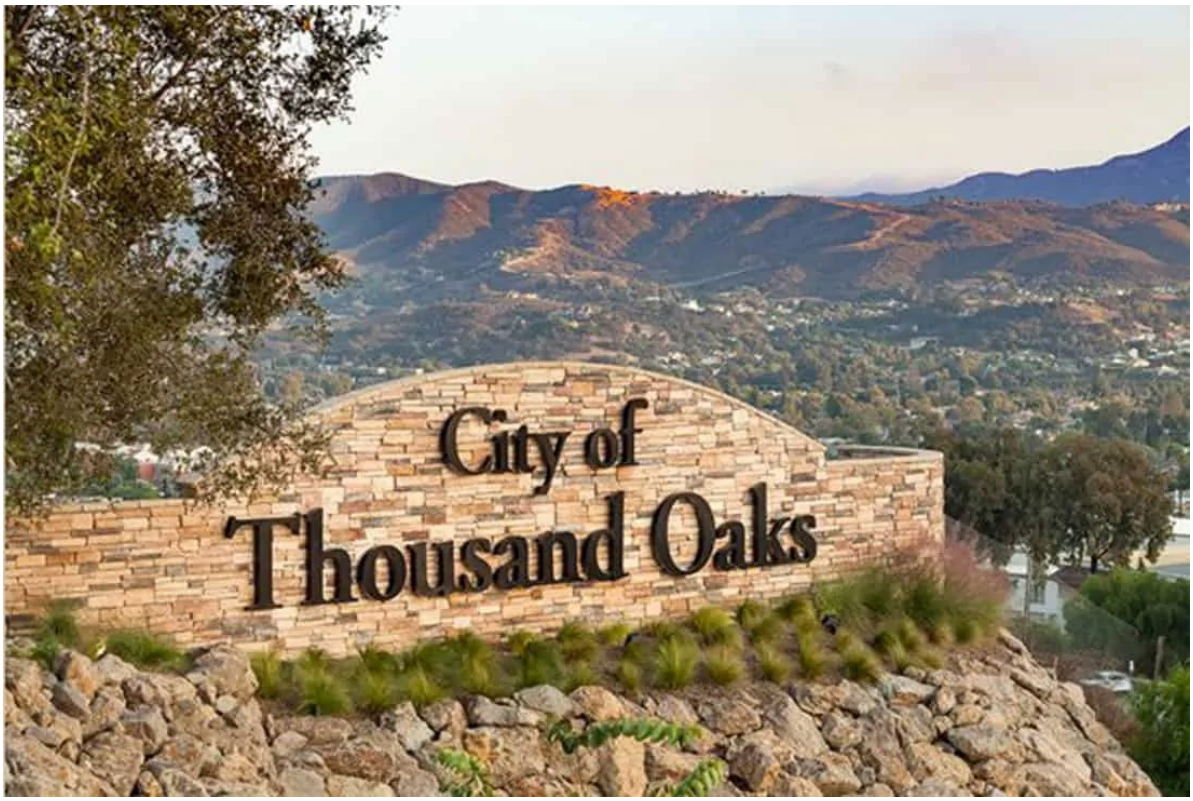

Climate and Environmental Action Plan (CEAP)

Draft Initial Study – Negative Declaration

prepared for

City of Thousand Oaks
Sustainability Division, Department of Public Works
2100 Thousand Oaks Blvd
Thousand Oaks, California 91362

prepared by

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March 2024

RINCON CONSULTANTS, INC. SINCE 1994

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City of Thousand Oaks Climate and Environmental Action Plan (CEAP).

2. Lead Agency/Plan Sponsor Contact

Lead Agency/Plan Sponsor

City of Thousand Oaks
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3. Plan Location and Physical Setting

The CEAP applies to all areas within the City of Thousand Oaks limits. Figure 1 shows the regional location, and Figure 2 shows the plan location. The plan location includes all of Thousand Oaks' incorporated lands.

Regional Location and Setting

The City of Thousand Oaks is located at the southeastern edge of Ventura County, bordering Los Angeles County. The City is within the Conejo Valley and is surrounded by the Mountclef Ridge to the north, Simi Hills to the east, Santa Monica Mountains to the south, and Conejo Mountain to the west. The City is approximately 40 miles northwest of Downtown Los Angeles and approximately 50 miles southeast of Santa Barbara. Thousand Oaks City Hall is approximately ten miles inland from the Pacific Ocean. Primary regional access to the City is provided by U.S. Route 101 (US 101), which provides access to Los Angeles and greater Los Angeles County to the east and Camarillo and Ventura County to the west. State Route 23 (SR 23), which runs through the City, provides access to Moorpark to the north and communities in the Santa Monica Mountains and City of Malibu to the south. Figure 1 shows the City within the regional context with surrounding communities, City boundaries, freeways, and nearby coastline. The map also shows the City of Thousand Oaks Sphere of Influence (SOI), referred to throughout the General Plan as the "planning area".

Figure 1 Regional Location

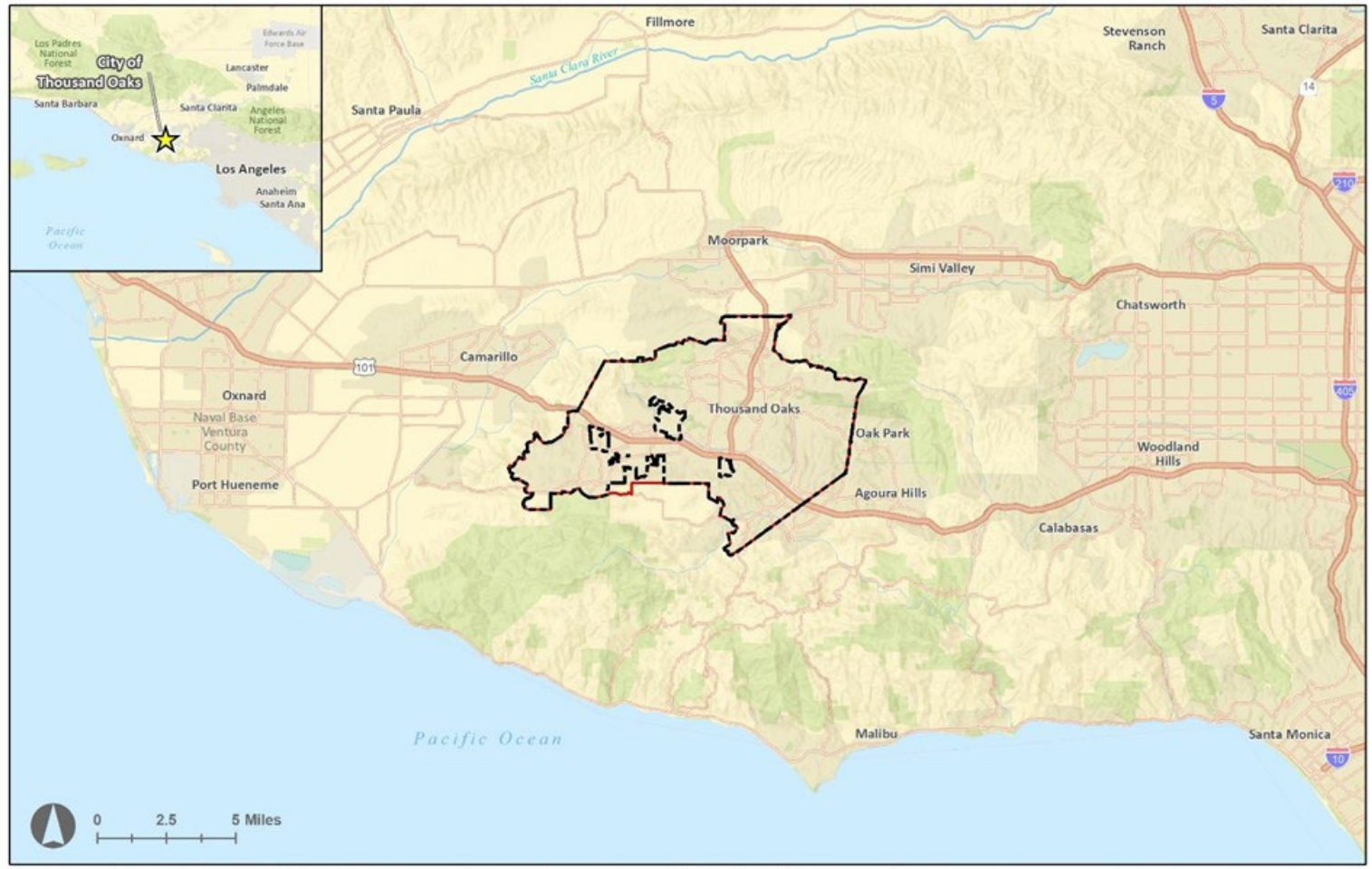
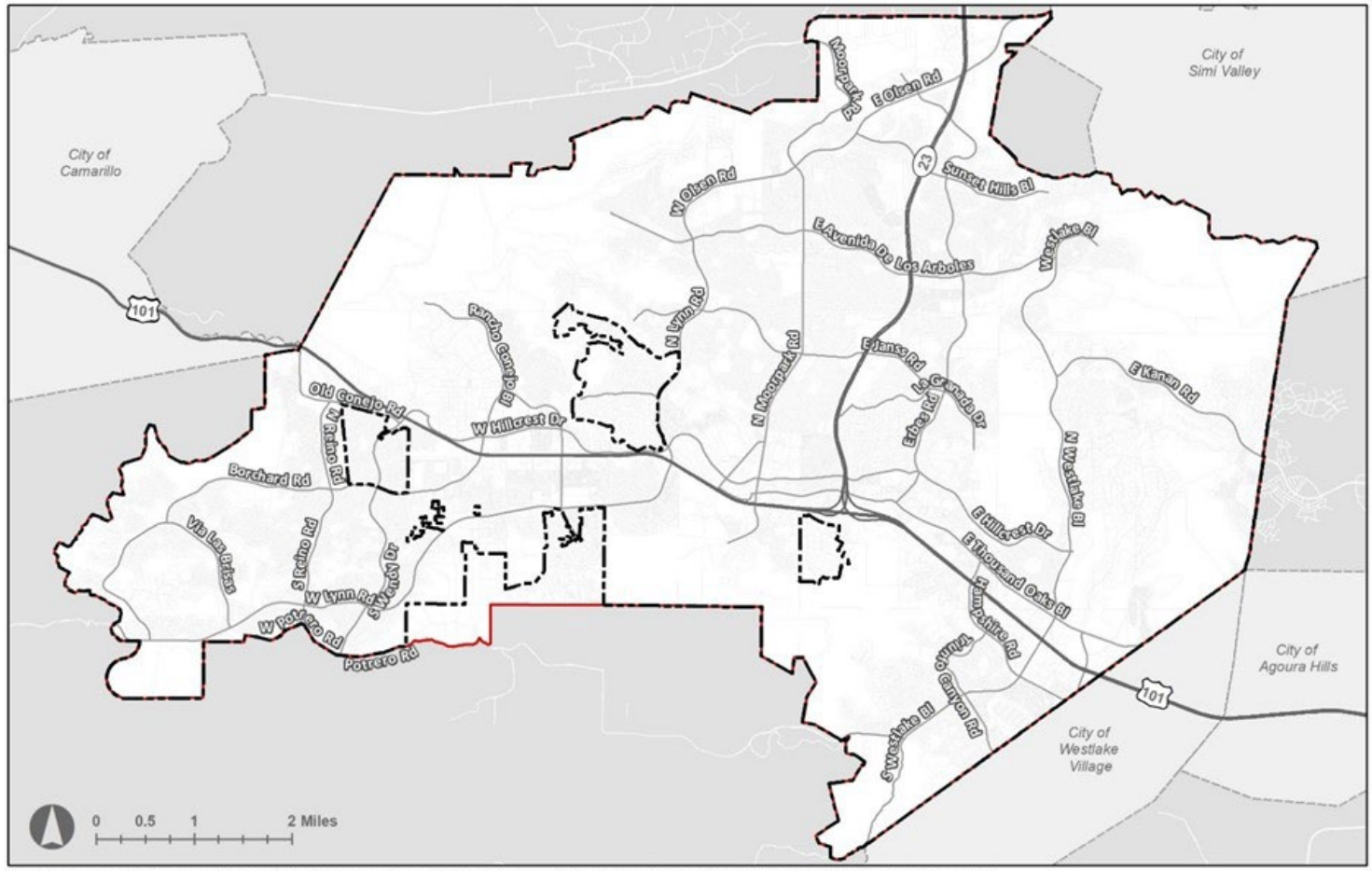


Figure 2 Plan Location



Local Setting

The City encompasses approximately 35,500 acres. The City's Sphere of Influence (SOI) contains approximately 1,900 acres within unincorporated Ventura County and is comprised of four clusters of unincorporated "County Islands" which include Casa Conejo, Ventu Park, Rolling Oaks, and Lynn Ranch which can be seen in Figure 2.

The City is served by a surface street system ranging from multi-lane arterial roadways to narrow two-lane streets. The City has many areas serviced with pedestrian facilities, such as sidewalks and crosswalks, and an extensive 125-mile bicycle facility network comprised primarily of Class 2 bicycle lanes. Regional transit services are provided by Los Angeles Metro Local Route 161, Los Angeles Department of Transportation Commuter Express Routes 422 and 423, Southern California Regional Rail Authority's Metrolink, and the Ventura County Transportation Commission. Local transit services are provided by Thousand Oaks Transit. The nearest airports are Camarillo Airport and Naval Air Station Point Mugu, located approximately 5 miles west and over 6 miles southwest from the westernmost point of the City, respectively.

Much of the City is defined by single-family residential neighborhoods with schools, public parks, and smaller retail shopping centers dispersed throughout. The outer edges of the City consist of protected open space that offer many recreational access points. The City's namesake corridor, Thousand Oaks Boulevard, offers over three miles of retail, services, entertainment, and civic-related uses that stretch into the neighboring cities of Westlake Village and Agoura Hills. The Boulevard, which runs parallel to Highway 101, is home to the Thousand Oaks's major commercial centers, including The Oaks Shopping Center, nearby Janss Marketplace, and the Thousand Oaks Auto Mall. Industrial and employment-heavy uses are focused on each end of the City near the Highway 101 corridor at Rancho Conejo, Townsgate Road, and Lakeview Canyon Road.

The City receives approximately 15-19 inches of rain annually, with average annual high temperatures ranging from 72-73°F and an average annual minimum low temperature range of 46-47°F.[1]

4. Existing Setting

City of Thousand Oaks Sustainability and GHG Reduction Efforts

The Sustainability Division of the Public Works Department is responsible for the management of solid and hazardous waste, and for developing and implementing programs to reduce energy use, transition to clean renewable energy, support electric vehicle adoption and use, and reduce water use. The Division is also responsible for the development of a Climate and Environmental Action Plan, GHG inventory, and clean energy programs including coordination with the Clean Power Alliance. The City's actions related to reducing GHG emissions and the potential impacts of climate change are outlined in the City's various plans and efforts discussed below.

Household Hazardous Waste

The City of Thousand Oaks operates a permanent, state-of-the-art Household Hazardous Waste (HHW) Facility, open to residents of Thousand Oaks & unincorporated Ventura County (e.g. Lake

[1] Cal-Adapt. 2024. Local Climate Snapshot for Thousand Oaks, California. Available online at: https://cal-adapt.org/tools/local-climate-change-snapshot. Accessed January 2024.

Sherwood, Santa Rosa Valley, El Rio, Saticoy, Piru). Materials that are properly disposed of at the facility include solvents, paints, oils, batteries, fluorescent lights and pesticides.[2]

City of Thousand Oaks Solid Waste Ordinance 1688-NS

In November 2021, the City Council adopted the Solid Waste Ordinance. The purposes of the Solid Waste Ordinance include avoiding environmental damage as a result of waste disposal (such as public nuisance, pollution, fire hazards, illegal dumping, pest infestation, and other problems), and achieve the diversion mandates of the California Integrated Waste Management Act of 1989 (AB 939) and compliance with AB 341, AB 1826, AB 1594, and SB 1383.[3]

City of Thousand Oaks Construction and Demolition Debris Ordinance

In 2017 the City passed the Construction & Demolition Debris Recycling Ordinance (No. 1639-NS), amending Title 6, Chapter 3 of the Municipal Code and in alignment with the California Green Building Standards Code (CalGreen), requiring construction and/or demolition projects to divert a minimum of 65 percent of construction and demolition (C&D) waste from landfill disposal through recycling or reuse. Diversion requirements apply to all residential and non-residential construction and/or demolition projects requiring permits, and non-residential permitted additions or alterations of 1,000 SF or more and/or with a valuation of $200,000 or more (tenant improvements). In order to ensure that all projects in the City are compliant, building permit applicants must submit a Debris Recovery Plan for approval before receiving a permit and a Final Report at the time of Final Inspection of their project.[4]

City of Thousand Oaks Water Conservation Ordinance

Title 10, Chapter 2, Article 11 of the City's municipal code entitled "Water Conservation" sets forth mandatory water conservation measures that correspond to the six levels mandated by state law. In addition to the six levels of measures there are permanent water conservation measures that are in effect at all times (regardless of water availability). Permanent measures include limits on watering hours, limits on watering duration, and prohibition of excessive water runoff, irrigation during and within 48 hours of rainfall, and washing down of hard or paved surfaces. Additional permanent measures address water conservation at commercial establishments. [5]

City of Thousand Oaks Landscaping Ordinance

The City's Landscaping and Aesthetic Enhancement of Streets and Highways Ordinance (No. 549-NS) amending Title 7, Chapter 2, Article 9 of the Municipal Code, requires new development to include a landscape plan prepared by a registered landscape architect, and requires that trees planted within the public service easement and parkways be installed according to the City's Forestry Master Plan and approved by both the Directors of Public Works and Community Development. Additionally, it requires that landscape plans for primary and secondary highways adjacent to new projects shall be prepared, and the implementation overseen, by a California Licensed Landscape Architect. The

[2] Thousand Oaks, City of. 2024. Sustainability Division. Household Hazardous Waste. Available online at: https://www.toaks.org/departments/public-works/sustainability/trash-recycling/trash-recycling-residential-services/household-hazardous-waste. Accessed January, 2024.
[3] Thousand Oaks, City of. 2021. Solid Waste Ordinance 1688-NS. Available online at: https://www.toaks.org/home/showpublisheddocument/37944/637745749493330000. Accessed January, 2024.
[4] Thousand Oaks, City of. Construction and Demolition Debris Recycling Ordinance. Available online at https://www.toaks.org/home/showpublisheddocument/18375/636638936435300000. Accessed March 8, 2024.
[5] Thousand Oaks, City of. Water Conservation Ordinance updating Municipal Code. Available online at: https://www.toaks.org/home/showpublisheddocument/47235/638187876278700000. Accessed January 29, 2024.

Municipal Code further specifies the types of landscaping required for median strips, and includes a stipulation that every attempt be made to incorporate drought tolerant species. Guidelines for trimming, removal, and replacement of trees are also included, including a provision that street trees that are removed must be replaced with another tree as identified in the Forestry Master Plan.[6]

Thousand Oaks Sustainability Plan for Municipal Operations

On June 19, 2018, City Council adopted a Sustainability Plan for Municipal Operations, which established the foundation for environmentally-friendly, fiscally responsible, and sustainably minded City operations. Since the Sustainability Plan was adopted, substantial progress has been made towards its goals. The Sustainability Plan will be updated in 2024.

Thousand Oaks Municipal Energy Action Plan 2019

The Thousand Oaks Municipal Energy Action Plan (MEAP) was developed and adopted by the City in late 2019, utilizing data gathered from the Energy Information System implemented in the first half of 2019. The MEAP addresses energy use at the twelve main facilities owned by the City in addition to the parking structure at the Civic Arts Plaza, the CNG station, street lighting, water and wastewater pumping, and other smaller energy users. The MEAP established a goal of reducing the City's municipal energy use by 15% (relative to 2010) by end of 2024, and set out strategies for reducing energy use through LED Conversion of lighting, HVAC equipment replacement and upgrades, scheduling changes, and other actions.[7]

Thousand Oaks General Plan 2045

The City adopted the General Plan 2045 on December 5, 2023. Environmental justice and environmental sustainability were considered throughout the entirety of the plan update. The plan had guiding principles informed by community values and major strategies. Two of the fifteen community values identified were: the protection of open spaces, oak trees, and natural beauty and habitat, and leadership in climate change and environmental sustainability. The major strategies include maintaining open spaces and scenic vistas, expanding the urban forest, expanding the existing network of trails and parks, establishing a network of complete streets that include enhanced bicycle, pedestrian, and transit networks, taking steps to protect the City against disasters, and meeting or exceeding state established GHG targets. The plan contains chapters on land use, mobility, parks and open space, conservation, community facilities and services, arts and culture, safety, noise, governance, and implementation.[8]

Municipal Support for Zero Emission Vehicles

The City operates 24 Level 2 electric vehicle charging stations located at four municipal sites throughout Thousand Oaks, and has plans to add 67 more Level 2 chargers and 62 Level 3 chargers to support fleet, transit and the public in the near future. Thousand Oaks was the first City in

[6] Thousand Oaks, City of. Municipal Code Article 9: Landscaping Provisions in Public Rights-of-Way. Available online at: https://codelibrary.amlegal.com/codes/thousandoaks/latest/thousandoaks_ca/0-0-0-8269. Accessed March 11, 2024.
[7] Thousand Oaks, City of. Municipal Energy Action Plan (MEAP). 2019. Available online at: https://www.toaks.org/home/showpublisheddocument/29877/637394437385170000
[8] Thousand Oaks, City of. 2045 General Plan. 2023. Available online at: https://toaksorg.sharepoint.com/sites/GeneralPlan/Shared%20Documents/Forms/AllItems.aspx?id=%2Fsites%2FGeneralPlan%2FShared%20Documents%2FDraft%20General%20Plan%20Public%20Links%2FApproval%20Documents%2FAttachment%202%20Exhibit%20C%20General%20Plan%202045%2Epdf&parent=%2Fsites%2FGeneralPlan%2FShared%20Documents%2FDraft%20General%20Plan%20Public%20Links%2FApproval%20Documents&p=true&ga=1. Accessed January 29, 2024.

Ventura County to open a public hydrogen fueling station located at: 3102 E. Thousand Oaks Blvd, Thousand Oaks, 91362. Thousand Oaks was the first City in Ventura County to add Compressed Natural Gas (CNG) passenger vehicles and buses to its fleet and the first to open a public CNG fueling facility located at 1993 Rancho Conejo Blvd. in Newbury Park.[9]

City of Thousand Oaks Active Transportation Plan (2019) and Bicycle Safety Efforts

The Active Transportation Plan (ATP) was developed to provide Thousand Oaks with planning guidance for non-motorized travel infrastructure improvements that make multimodal transportation safer and more enjoyable for residents. Additionally, the ATP seeks to promote active transportation to increase bicycling and walking throughout the City as a way to reduce vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions.[10] In 2022 ATP grant projects were identified, one on Lynn Road and another on Hillcrest Drive, with the aim of reducing bike collisions, increasing pedestrian safety, increasing bicycle ridership and walkability.[11] The City undertook a "BikeSafe" campaign designed to educate and improve safety for cyclists and has been stenciling markings, called "Sharrows", on roads that are too narrow for separate bike lanes to remind drivers to share the road.[12] The purpose of the 2010 Thousand Oaks Bicycle Facilities Master Plan was to develop a comprehensive bikeway system that effectively connects all residential neighborhoods with major activity centers within the City, as well as to other regional bicycle systems.

2017 Thousand Oaks Forestry Master Plan

The 2017 Forestry Master Plan was developed to increase the City's resilience to the impacts of climate change and urban development. The plan provides guidance for sustaining the vegetation growing within the urban environment. This includes design guidelines for creating a canopy that would bring major streets and arterials down to a human scale and provide shade for people on sidewalks and in bicycle lanes.

Regional Sustainability and GHG Reduction Efforts

In coordination with Ventura County, the Ventura County Council of Governments (VCOG), the Southern California Association of Governments (SCAG), the State of California, and the Federal government, the City of Thousand Oaks has committed to implementing regional and State policies related to GHG emissions reduction. As follows is a summary of the regional GHG emissions reduction efforts, which the City of Thousand Oaks CEAP is intended to be consistent with.

Ventura County 2040 General Plan and Climate Action Plan

In 2020, the *Ventura County 2040 General Plan* was adopted by the Ventura County Board of Supervisors and established a community Climate Action Plan (CAP) with the intended goal to reduce greenhouse gas (GHG) emissions and mitigate climate change impacts. The purpose of the CAP is to identify and reduce community GHG emissions from existing and future activities and

[9] Thousand Oaks, City of. Sustainability Division, Zero-Emission Vehicles website page. N.D. Available Online at: https://www.toaks.org/departments/public-works/sustainability/transportation/zero-emission-vehicles. Accessed January 29, 2024.
[10] Thousand Oaks, City of. Active Transportation Plan. 2019. Available online at: https://www.toaks.org/home/showpublisheddocument/24599/637147171349700000. Accessed January 29, 2024.
[11] Thousand Oaks, City of. Public Works Department, 2022 ATP Grant Applications website page. N.D. Available online at: https://www.toaks.org/departments/public-works/engineering-traffic/traffic-bikes-pedestrians/bicycle/2022-atp-grant-applications. Accessed January 29, 2024.
[12] Thousand Oaks, City of. Public Works Department, Bicycle website page. Available online: https://www.toaks.org/departments/public-works/engineering-traffic/traffic-bikes-pedestrians/bicycle. Accessed January 29, 2024.

sources within the unincorporated areas of Ventura County. The Plan highlights numerous actions to lessen GHG emissions and increase resilience to climate change, incorporated throughout the Agriculture; Conservation and Open Space; Circulation, Transportation, and Mobility; Hazards and Safety; Public Facilities, Services, and Infrastructure; Land Use; and Water Resources elements of the General Plan. Appendix B of the General Plan includes a baseline GHG inventory and summarizes the GHG emissions reductions targets in line with State goals, and the incorporation of climate change planning and policies throughout the General Plan.[13]

Regional Transportation Plan and Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) adopted the 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) in April 2016. This Plan was developed to explore the region's land use and travel patterns, account for the demographic growth that will create new demands on the land use and travel infrastructure and assist in achieving the State's greenhouse gas reduction targets. The Plan has several major themes with an environmental or sustainability focus including striving for sustainability, promoting the links among public health, environmental protection and economic opportunity, and building a plan based on the principles of social equity and environmental justice.[14]

2007 Ventura Countywide Bicycle Master Plan

The Ventura Countywide Bicycle Master Plan was developed to improve bicycling transportation and recreation in Ventura County. This plan provides strategies and actions meant to enhance bicycling in the county, while maximizing funding sources, improving safety, expanding the network and support facilities, and enhancing residents' quality of life.

State Sustainability and GHG Reduction Efforts

As follows is a summary of the State GHG emissions reduction efforts, which the City of Thousand Oaks CEAP is intended to be consistent with or exceed.

California Senate Bill 375

In 2008, Senate Bill 375 (SB 375) enhanced the State's ability to reach Assembly Bill (AB) 32 targets by directing CARB to develop regional GHG emissions reduction targets to be achieved from passenger vehicles for 2020 and 2035. In addition, SB 375 directs each of the State's 18 major Metropolitan Planning Organizations (MPO) to prepare a sustainable community's strategy (SCS) that contains a growth strategy to meet such regional GHG emissions reduction targets for inclusion in the respective regional transportation plan (RTP).

California Executive Order S-3-05

In 2005, the California governor issued Executive Order (EO) S-3-05, which identifies Statewide GHG emissions reduction targets to achieve long-term climate stabilization as follows:

- Reduce GHG emissions to 1990 levels by 2020
- Reduce GHG emissions to 80 percent below 1990 levels by 2050

[13] Ventura, County of. General Plan and Climate Action Plan. 2020. Available online at: https://sustain.ventura.org/climate-action-adaptation/. Accessed February, 2024.
[14] SCAG. April 2016. 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy. Available online at: https://www.venturacog.org/documents/2016-2040%20Regional%20Transportation%20Plan-Sustainable%20Communities%20Strategy.pdf. Accessed February, 2024.

California Assembly Bill 32

In 2006, the California legislature signed Assembly Bill 32 (AB 32) – the Global Warming Solutions Act – into law, requiring a reduction in Statewide GHG emissions to 1990 levels by 2020 and California Air Resources Board (CARB) preparation of a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 required CARB to adopt regulations to require reporting and verification of Statewide GHG emissions. Based on this guidance, CARB approved a 1990 Statewide GHG level and 2020 limit of 427 metric tons of carbon dioxide equivalent ($MTCO_2e$).

California Climate Change Scoping Plan

In 2008, CARB approved the original California Climate Change Scoping Plan (2008 Scoping Plan), which included measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted and implemented since approval of the Scoping Plan.

California Climate Change Scoping Plan Update (2022)

In November 2022, CARB approved the third update to the California Climate Change Scoping Plan. The 2022 Scoping Plan extends the previous Scoping Plans and lays out a path to achieve carbon neutrality no later than 2045, as directed by AB 1279. The previous 2017 Scoping Plan lays out a technologically feasible and cost-effective path to achieve the 2030 GHG reduction target by leveraging existing programs such as the Renewables Portfolio Standard, Advanced Clean Cars, Low Carbon Fuel Standard, Short-Lived Climate Pollutant (SLCP) Reduction Strategy, Cap-and-Trade Program, and Mobile Source Strategy that includes strategies targeted to increase zero emission vehicle fleet penetration. The 2022 Scoping Plan looks toward the 2045 climate goals and the deeper GHG reductions needed to meet the State's statutory carbon neutrality target specified in AB 1279 and EO B-55-18. To accomplish this goal, significant focus is placed on accelerating the transition to zero-emissions vehicles, expanding renewable energy sources such as solar and wind, enhancing carbon sequestration on natural and working lands, and prioritizing environmental justice.[15]

California Executive Order B-55-18

In 2018, the California governor issued Executive Order B-55-18 (EO B-55-18), which established a new Statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing Statewide GHG reduction targets established by SB 32.

California Senate Bill 32

In 2016, the California Governor signed Senate Bill 32 (SB 32) as a follow up to AB 32 – The California Global Warming Solutions Act of 2006, which required the state to reduce its GHG emissions to 1990 levels by 2020. SB-32 designates the California State Air Resources Board (CARB) as the state agency charged with monitoring and regulating sources of GHG emissions and to ensure the state's GHG emissions are reduced to 40 percent below 1990 levels by 2030. To meet these standards,

[15] CARB. 2022. 2022 Scoping Plan for Achieving Carbon Neutrality. Available at: https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf. Accessed October 2023.

CARB is required to expand on or develop new regulations that are both technologically reasonable and cost-effective, while considering the state's disadvantaged communities.

California Assembly Bill 197

In 2016, the California legislature approved Assembly Bill 197 (AB 197), a bill linked to SB 32, which increases legislature oversight over the California Air Resources Board and directs the California Air Resources Board to prioritize disadvantaged communities in its climate change regulations, and to evaluate the cost-effectiveness of measures it considers. AB 197 requires the CARB to "protect the State's most impacted and disadvantaged communities [and] consider the social costs of the emissions of greenhouse gases" when developing climate change programs. The bill also adds two new legislatively appointed non-voting members to the CARB, increasing the Legislature's role in the CARB's decisions.

California Senate Bill 350

In 2015, Senate Bill 350 (SB 350) was signed into law, establishing new clean energy, clean air, and GHG reduction goals for 2030 and beyond. SB 350 codifies Governor Jerry Brown's aggressive clean energy goals and establishes California's 2030 GHG reduction target of 40 percent below 1990 levels. To achieve this goal, SB 350 increases California's renewable electricity procurement goal from 33 percent by 2020 (legislation originally enacted in 2002) to 50 percent by 2030 (subsequent legislation has since increased this to 60% by 2030, see California Senate Bill 100). Renewable resources include wind, solar, geothermal, wave, and small hydroelectric power. In addition, SB 350 requires the State to double Statewide energy efficiency savings in electricity and natural gas end-uses (i.e., residential and commercial) by 2030 from a base year of 2015.

California Senate Bill 100

In 2018, Governor Brown signed Senate Bill 100 (SB 100) into law, which revised and increased the intermediate RPS targets to a 50% renewable resources target by 2026, and 60% target by 2030. SB 100 requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours of sold to their retail end-use customers achieves 44% of retail sales by the end of 2024, 52% by 2027, and 60% by 2030. SB 100 also requires that the State's load serving entities (including energy utilities and community choice energy programs) must procure energy generated 100 percent from eligible renewable resources by 2045.

California Senate Bill 1020

In 2022, Senate Bill 1020 (SB 1020) was signed into law. This bill updates and accelerates the RPS program trajectory beyond the targets established in SB 100. SB 1020 establishes new post-2030 interim RPS targets, requiring that renewable and zero-carbon energy supply 90% of all retail sales of electricity to California end-use customers by 2035, 95% of all retail sales of electricity to California end-use customers by 2040, and 100% of all retail sales of electricity to California end-use customers by 2045.

California Energy Efficiency Strategic Plan of 2008

In 2008, the California Public Utilities Commission (CPUC) adopted California's first Long Term Energy Efficiency Strategic Plan, presenting a single roadmap to achieve maximum energy savings across all major groups and sectors in California. The Strategic Plan was subsequently updated in

January 2011 to include a lighting chapter. The Strategic Plan sets goals of all new residential construction and all new commercial construction in California to be zero net energy (ZNE) by 2020 and 2030, respectively. In 2018, the California Energy Commission voted to adopt a policy requiring all new homes in California to incorporate rooftop solar. This change went into effect in January 2020 with the adoption of the 2021 Title 24 Building Code and was a step towards the State achieving its goal of all residential new construction being ZNE by 2020. Additionally, the Strategic Plan sets goals of 50 percent of existing commercial buildings to be retrofitted to ZNE by 2030 and all new State buildings and major renovations to be ZNE by 2025.

California Senate Bill 1275

In 2014, Senate Bill 1275 (SB 1275) was signed into law, establishing a State goal of one million zero-emissions and near-zero-emissions vehicles in service by 2020 and directing the Air Resources Board to develop a long-term funding plan to meet this goal. SB 1275 also established the Charge Ahead California Initiative requiring planning and reporting on vehicle incentive programs and increasing access to and benefits from zero-emissions vehicles for disadvantaged, low-income, and moderate-income communities and consumers.

California Assembly Bill 1493

In 2002, Assembly Bill 1493 (AB 1493, also referred to as the Pavley Bill) was signed into law. Known as California's Advanced Clean Cars program, it requires CARB to develop and adopt regulations to achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles." On June 30, 2009, US EPA granted the waiver of the Clean Air Act preemption to California for its GHG emission standards for motor vehicles beginning with the 2009 model year. Pavley I regulates model years from 2009 to 2016, and Pavley II, which is now referred to as "Low Emission Vehicle (LEV) III GHG", regulates model years from 2017 to 2025. The Advanced Clean Cars program coordinates the goals of the LEV, Zero Emissions Vehicles (ZEV), and Clean Fuels Outlet programs, and provides major reductions in GHG emissions. By 2025, when the rules will be fully implemented, new automobiles will emit 34 percent fewer GHGs and 75 percent fewer smog-forming emissions from their model year 2016 levels.

California Senate Bill 97

In 2007, Senate Bill 97 (SB 97) was signed into law. This bill, also known as the California Environmental Quality Act (CEQA) requires public agencies to review the environmental impacts of proposed projects, including General Plans, Specific Plans, and specific kinds of development projects. In February 2010, the California Office of Administrative Law approved the recommended amendments to the State CEQA Guidelines for addressing GHG emissions. The amendments were developed to provide guidance to public agencies regarding the analysis, mitigation, and effects of GHG emissions in draft CEQA documents.

California Assembly Bill 802

In 2015, Assembly Bill 802 (AB 802) was signed into law. This bill established a new statewide building energy use benchmarking and public disclosure program, requiring municipal and commercial/industrial buildings over 50,000 square feet to report their energy use data, beginning in 2018.

California Senate Bill 379

In 2016, Senate Bill 379 (SB 379) was signed into law. Beginning January 1, 2017, SB 379 requires all cities and counties to include climate adaptation and resiliency strategies in the Safety Elements of their General Plans upon the next revision. This review and update requires a vulnerability assessment that identifies the risks that climate change poses to the local jurisdiction and the geographic areas at risk from climate change impacts, a set of adaptation and resilience goals, policies and objectives for the protection of the community based on this assessment, and a set of feasible implementation measures designed to carry out the goals, policies and objectives identified.

California Assembly Bill 341

In 2011, Assembly Bill 341 (AB 341) was signed into law. This bill mandates that multi-family communities with five or more units must provide recycling carts/dumpsters for their residents. Businesses generating 4 cubic yards or more of solid waste per week must arrange for recycling services. AB 341 set a goal for 75% of solid waste source-reduced, recycled or composted by 2020.

California Senate Bill 1383

In 2016, Senate Bill 1383 (SB 1383) was signed into law. SB 1383 is designed to reduce emissions of short-lived climate pollutants with targets of a reduction in methane emissions by 40%, hydrofluorocarbon (HFC) gases by 40%, and anthropogenic black carbon by 50% below 2013 levels by 2030. To achieve these emission reductions, disposal of organics in landfills must be reduced by 50% over 2014 levels by 2020 and 75% by 2025. At least 20% of the edible food in the organic waste stream must be recovered to feed people in need by 2025. This law became effective on January 1, 2022, and is administered by the California Department of Resources Recycling and Recovery (CalRecycle).

California Assembly Bill 1346

In 2021, Assembly Bill 1346 (AB 1346) was signed into law. AB 1346 required CARB to adopt cost-effective and technologically feasible regulations to prohibit engine exhaust and evaporative emissions from new small off-road engines (SORE) by July 1, 2022. Effective January 1, 2024, regulators banned the sale of SORE, spark-ignition engines rated at or below 19 kilowatts (kW), including generators, lawn equipment and pressure washers. The law bans their sale, not their use.

California Low Carbon Fuel Standard (LCFS)

LCFS was adopted for vehicle fuels sold in the State starting in 2011 as an outgrowth of both AB 32 (2006) and a 2007 Executive Order to reduce the carbon intensity of California's passenger vehicles. The program is designed to achieve its goals by improving vehicle technology, reducing fuel consumption, and increasing transportation mobility options. LCFS standards are expressed in terms of carbon intensity (CI), which is the lifecycle GHG emissions of transportation fuel from extraction or production to combustion. The standards require a 10% reduction in CI by 2020, and 20% by 2030. Fuels that have a CI lower than the target generate LCFS credits, and those with CIs higher generate deficits. A fuel producer with deficits must generate or acquire enough credits to be in annual compliance with the standards. Other entities, such as alternative fuel, electricity and natural gas suppliers, can opt into the program to generate credits. LCFS credits are traded through a regulated market.

California Building Efficiency Standards, Title 24 Part 6

In 2023, the most recent version of the Building Standards Code (referred to as the 2022 Building Standards Code) went into effect. Title 24, Part 6 (known as the California Energy Code) is a set of regulations that establish energy efficiency standards for residential and non-residential buildings in California. The Code applies to new construction as well as major alterations and additions to existing buildings. The Code is updated every three years to allow consideration and possible incorporation of new energy efficiency technologies and methods.

California Green Building Standards (CALGreen), Title 24, Part 11

Known as CALGreen, this set of building codes was established to promote sustainable building practices and reduce the environmental impact of new construction. Like the Energy Code, it is updated every three years and applies to both new construction and additions and alterations to existing buildings. It includes energy efficiency measures, water conservation, waste reduction and indoor air quality standards.

For more information on the Senate and Assembly Bills, Executive Orders, and Scoping Plans discussed above, and to view reports and research referenced above, please refer to the following websites: www.climatechange.ca.gov and www.arb.ca.gov/cc/cc.htm.

5. General Plan Designation and Zoning

The CEAP would be implemented throughout the City and would occur in all Thousand Oaks General Plan designations and zoning designations. The plan would not alter any existing designations.

6. Description of Plan

Climate and Environment Action Plan (CEAP)

The CEAP builds off existing energy, water conservation, transportation and waste programs and initiatives that the City has in place and lays out a strategy to reduce GHG emissions and promote sustainable practices across the City. The City has developed the CEAP in order to achieve a number of objectives, including reducing the collective emissions responsible for climate change, sustaining a healthy environment, and providing co-benefits such as reducing air pollution, supporting local economic development, increasing local resilience, and improving public health. The CEAP uses the same set of baseline conditions and growth assumptions as the City's General Plan 2045, which was adopted by City Council in December 2023, and has been developed to support the goals and policies therein.

The State of California uses 1990 as a reference year to remain consistent with AB 32, which codified the State's 2020 GHG emissions target by directing CARB to reduce Statewide emissions to 1990 levels by 2020. However, cities and counties throughout California typically elect to use years later than 1990 as baseline years because of the increased reliability of recordkeeping from those years and the large amount of growth that has occurred since 1990. The CEAP addresses communitywide GHG emissions using the baseline year of 2010 (rather than 1990) as that is the earliest year for which the City was able to obtain complete community data. According to OPR Guidance, a correction to the City's targets should be made to account for the growth of emissions between 1990 and 2010. Meeting a target consistent with the SB 32 target of 40 percent below 1990 emissions by 2030 would require a reduction of approximately 42 percent below a 2010

emissions baseline by 2030. The corresponding baseline year correction to the 2045 target is nominal (less than 1 percentage point) and thus the City will adopt an 85 percent reduction target for 2045. Following the State's adoption of a total emissions target, the City has similarly chosen a mass emissions target (versus a per capita one) consistent with the State's goals and the desire to make absolute emissions reductions. This equates to a reduction in communitywide GHG emissions output of 63,251 metric tons of carbon dioxide equivalent (MT CO_2e) by 2030 and a reduction of 453,358 MT CO_2e per year by 2045.

In 2020, approximately 756,286 MT CO_2e were emitted in Thousand Oaks from the energy, transportation, offroad equipment, solid waste, water, and wastewater sectors. The energy sector represents emissions that result from electricity and natural gas used in both private and public sector buildings and facilities. The transportation sector includes emissions from private, commercial, and fleet vehicles driven within the City. Off-road equipment includes emissions generated from garden equipment and construction equipment. Emissions generated from water usage and wastewater generation are due to the indirect electricity used to distribute water and collect and treat wastewater. Burning fossil fuels associated with buildings/facility energy (natural gas) and transportation (vehicle use) are the largest contributors of Thousand Oaks GHG emissions. Table 1 includes the community-wide Thousand Oaks GHG emissions in 2020 by sector as well as percentage of total City emissions.

Emissions in the City have fallen between the baseline year of 2010 and the most recent GHG inventory conducted for 2020. The total emissions in 2020 were approximately 27% below the 2010 value. The majority of the GHG emission reductions from 2010 levels to 2020 levels occurred in the energy sector followed by the transportation sector. The primary reason for the fall in emissions since 2010 is the City's decision to switch to CPA with a default of 100% renewable energy supply beginning in 2019. Despite a slight increase in VMT between the two inventory years, State requirements for increased fuel efficiency have resulted in emissions reductions. Overall, the community's transportation emissions have fallen almost 8.6% since 2010. CPA carbon-free energy and onsite solar projects will provide the foundation needed for the electrification of vehicles which is the pathway for the largest GHG emission reductions in the CEAP.

Table 1 City of Thousand Oaks 2020 Communitywide GHG Emissions by Sector

Sector/Emission Source	GHG Emissions (MT CO_2e)	Percentage of Total
Natural Gas	**161,335**	**21.3%**
Residential Natural Gas	126,776	16.8%
Non-Residential Natural Gas	34,559	4.6%
Electricity	**48,038**	**6.4%**
Residential Electricity	24,832	3.3%
Non-Residential Electricity	23,206	3.1%
Transportation (On-Road)	**477,062**	**63.1%**
Passenger Cars	192,145	25.4%
Motorcycles	1,357	0.2%
Light Duty Trucks	126,258	16.7%
Medium Duty Trucks	94,723	12.5%
Heavy Duty Trucks	61,078	8.1%
Buses	1,501	0.2%

Sector/Emission Source	GHG Emissions (MT CO_2e)	Percentage of Total
All Off-Road Equipment	**19,206**	**2.5%**
All Off-Road Equipment	19,206	2.5%
Solid Waste[2]	**30,872**	**4.1%**
Solid Waste Generated/Disposal	30,872	4.1%
Water	**19,132**	**2.5%**
Indirect Electricity from Imported Potable Water Supply	19,132	2.5%
Wastewater	**640**	**0.1%**
Wastewater Treatment Process and Fugitive Emissions	640	0.1%
Cumulative Emissions	**756,286**	**100%**

Notes: MT CO_2e = Metric tons of carbon dioxide equivalent. Subtotals may not add up to the total due to rounding.

[1] GHG emissions generated by electricity consumption involved in producing local groundwater supplies and the collection and treatment of wastewater are not added to the GHG emissions total to avoid double counting. The electricity consumption involved in these processes is already encompassed in non-residential electricity consumption in the energy sector.

[2] GHG emissions generated by the collection and transport of waste generated within the City are captured in the Commercial On-road Vehicle source in the Transportation sector.

As shown in Table 1, the largest sources of GHG emissions are related to transportation and natural gas. The City prepared the CEAP to include measures and actions addressing communitywide and municipal GHG emissions. Per the CEAP, the City of Thousand Oaks is committed to an emissions reduction target of 42% emissions reduction by 2030 and 85% reduction by 2045, in alignment with state-level targets. Table 2 summarizes the emissions reduction targets included in the CEAP. This 2030 GHG emissions goal is selected to be consistent with SB 32 and CEQA Guidelines § 15183.5 and to be achievable by City-supported measures identified in the CEAP. The CEAP includes a legislative adjusted forecast of GHG emissions that will enable the City to estimate the amount of emissions reductions needed to meet its goal.

Table 2 City of Thousand Oaks GHG Emission Reduction Targets

Target Year	Reductions Compared to 2010 (1990) Levels	Remaining Emissions Gap (MT CO_2e)
2030	42% (40%)	63,251
2045	85% (85%)	453,358

Achieving the selected GHG reduction targets will require significant changes to the technology and systems currently in place. The CEAP aims to establish new systems that are resilient and equitable and allow for a transition to carbon neutrality in the future. This includes electrification of building and transportation systems, support for land use policies and growth policies that reduce vehicle miles traveled, increased adoption of carbon neutral electricity, increased water use efficiency, and waste reduction and diversion. As these measures and actions are implemented, the City will gain more information, new technologies will emerge, and current pilot projects and programs will scale to the size needed to reach City targets and make progress towards carbon neutrality. Furthermore, the state is expected to update state-level regulations and provide additional support for meeting GHG reductions and carbon neutrality in the future. Future CEAP updates past 2030 will also outline new measures and actions that the City of Thousand Oaks will implement to close the remaining gap to achieve the carbon neutrality target. Table 3 includes a complete list of the measures and actions included in the CEAP by strategy area.

Table 3 City of Thousand Oaks CEAP Measures and Actions by Strategy

ID #	Measures and Actions
Building Energy Measures	
Measure BE-1.1	**If not included in 2025 Title 24 update, City to consider requiring all-electric construction or mixed fuel plus a Flexible Measures or equivalent compliance pathway that meets the equivalent GHG reduction for new single-family residential buildings including detached ADUs.**
	For electrification, the City would need to amend Title 24 Part 11 Green Building Standards (CALGreen). This must be renewed every 3 years in sync. with the Building Code cycle.
	For mixed fuel construction, the State's Cost-Effectiveness Explorer tool developed by California Energy Codes and Standards team under the auspices of the California Public Utilities Commission (CPUC) and the CEC, will be used to generate flexible compliance measures with applicable GHG reductions from which the builder can select in ordered to achieve equivalent reductions. In the event that tool is not available/applicable, an alternative equivalent compliance path will be employed.
	City to collaborate with 3C-REN, CPA and Statewide Reach Codes Team to conduct feasibility study, model energy and GHG savings and develop options list.
	City to seek funding as needed through these organizations.
	City to conduct outreach to developers and builders and seek feedback and promote.
Measure BE-1.2	**If not included in 2025 Title 24 update, City to consider requiring all-electric construction or mixed fuel plus a Flexible Measures or equivalent compliance pathway that meets the equivalent GHG reduction for new multi-family residential buildings.**
	For electrification, the City would need to amend Title 24 Part 11 Green Building Standards (CALGreen). This must be renewed every 3 years in sync. with the Building Code cycle.
	For mixed fuel construction, the State's Cost-Effectiveness Explorer tool developed by California Energy Codes and Standards team under the auspices of the CPUC and the CEC, will be used to generate flexible compliance measures with applicable GHG reductions from which the builder can select in ordered to achieve equivalent reductions. In the event that tool is not available/applicable, an alternative equivalent compliance path will be employed.
	City to collaborate with 3C-REN, CPA and Statewide Reach Codes Team to conduct feasibility study, model energy and GHG savings and develop options list.
	City to seek funding as needed through these organizations.
	City to conduct outreach to developers and builders and seek feedback and promote.
Measure BE-1.3	**If not included in 2028 Title 24 update, City to consider requiring all-electric construction or mixed fuel plus a Flexible Measures or equivalent compliance pathway that meets the equivalent GHG reduction for new non-residential buildings.**
	For electrification, the City would need to amend Title 24 Part 11 Green Building Standards (CALGreen). This must be renewed every 3 years in sync. with the Building Code cycle.
	Specific use-case exceptions will be considered for inclusion in the Code/Ordinance based on specific building types and applications.
	For mixed fuel construction, the State's Cost-Effectiveness Explorer tool developed by California Energy Codes and Standards team under the auspices of the CPUC and the CEC, will be used to generate flexible compliance measures with applicable GHG reductions from which the builder can select in ordered to achieve equivalent reductions. In the event that tool is not available/applicable, an alternative equivalent compliance path will be employed.
	City to collaborate with 3C-REN, CPA and Statewide Reach Codes Team to conduct feasibility study, model energy and GHG savings and develop options list.
	City to seek funding as needed through these organizations.
	City to conduct outreach to developers, commercial building owners and builders on feasibility and options.

ID #	Measures and Actions
Measure BE-1.4	**Encourage developers to build LEED-certified buildings at the Gold or Platinum level.**
	City to implement tracking mechanism for LEED construction.
	City to promote the LEED program and provide educational materials to prospective developers during planning.
	City Council to recognize new LEED buildings built in the City.
Measure BE-2.1	**Require existing residential buildings with renovations above a specified threshold to use a Flexible Measures or equivalent compliance path to install a combination of energy efficiency and/or electrification measures that meet a prescribed GHG reduction target.**
	The State's Cost-Effectiveness Explorer tool developed by California Energy Codes and Standards team under the auspices of the CPUC and the CEC, will be used to generate flexible compliance measures with applicable point values. In the event that tool is not available/applicable, an alternative equivalent compliance path will be employed.
	All measures included will indicate cost-effectiveness on-bill. On-bill cost-effectiveness takes into account those costs and savings experienced by the building owner/operator, typically the expenses for installing the measure, and the utility bill savings.
	City to collaborate with 3C-REN, CPA and Statewide Reach Codes Team to conduct feasibility study, model energy and GHG savings and develop options list.
	City to seek funding as needed through these organizations.
	City to conduct outreach to developers and builders and seek feedback and promote.
	Builder/home owner to select measures to implement.
	City to track flexible measures selected for all eligible projects.
	City to track and report community natural gas use and electricity use annually.
Measure BE-2.2	**Examine feasibility of requiring existing non-residential buildings with renovations above a specified threshold to use a Flexible Measures or equivalent compliance path to install a combination of energy efficiency and/or electrification measures that meet a prescribed GHG reduction target.**
	Staff to work with Statewide Energy Codes and Standards Reach Code team to assess options and costs.
	City to conduct outreach to developers and builders and seek feedback and promote.
	City to develop Flexible Measures or equivalent compliance scoresheet.
	City to track flexible measures selected for all eligible projects.
Measure BE-2.3	**Transition to LED streetlights throughout City**
	Staff to conduct community outreach on LED conversion.
	Staff to coordinate implementation with SCE through "Option E" program.
Measure BE-2.4	**Develop a City Energy Ambassador Program to aid residents and developers with clean energy, energy efficiency, and electrification transition, conduct outreach to existing building owners and occupants, and support the development and enforcement of CEAP-related building ordinances.**
	Develop a new program to engage residents and developers early in their project planning process, and provide education on electric alternatives.
	Provide outreach and education to the community on electric alternatives to gas appliances and ensure that materials are available in Spanish and other languages as needed.
	Apply for grant funding to develop incentives for low income community.
	Provide information on rebates and incentives and provide aid for application process to community.
	Conduct targeted outreach to low-income community and multi-family property owners on energy efficiency, clean energy, and electrification.

ID #	Measures and Actions
	Develop CEAP-related building codes.
	Develop mechanism for, and support, enforcement of CEAP-related building codes.
Measure BE-2.5	**Develop/deploy an interactive online energy application that assists residents in understanding and undertaking energy efficiency and electrification home projects through customized recommendations, cost-benefit analyses, and access to resources.**
	City to implement a tool to connect residents to customized resources for reducing energy use and electrifying their homes.
	City to target completion before 2025 and train users through community outreach.
	City to track site metrics and incrementally improve application over time based on feedback.
Measure BE-2.6	**Undergo energy audits at all City facilities and implement energy efficiency projects wherever cost effective.**
	Energy audits to be conducted at all City facilities.
	City to prioritize measures based on energy savings and cost-effectiveness.
	Implementation of measures to begin in 2024.
	Measures to be included in 2025 CIP budget as necessary.
Measure BE-3.1	**Increase participation from non-residential properties in Green power program from Clean Power Alliance (CPA).**
	Through the proposed Energy Ambassador Program, the City will work with developers and builders to encourage CPA subscription for new developments.
	City to conduct outreach with existing and proposed commercial property owners.
	Monitor and track CPA enrollment on an annual basis.
Measure BE 3.2	**Increase participation from CARE program participants on joining CPA**
	Through the proposed Energy Ambassador Program, the City will conduct directed outreach to low income and CARE program participants, and to non-profits who work with target populations.
	Monitor and track CPA enrollment on an annual basis.
Measure BE 3.3	**Install solar at all City facilities**
	Agreement in place (2023) for installations at Los Robles Greens Golf Course, Transportation Center, Thousand Oaks Library, Teen Center, Goebel Adult Center, and Newbury Park Library
	In design. Interconnection Agreements signed with SCE
	Construction to begin in spring 2024
	City to oversee design, construction, and connection.
	City to monitor and report solar energy generated annually.
Transportation Measures	
Measure TR-1.1	**Implement smart growth policies**
	City to adopt and implement smart growth through General Plan land use designations, including more mixed-use and higher density development.
	City to adopt VMT based threshold of significance for new developments by 2026.
Measure TR-1.2	**Increase opportunities to both live and work in the City**
	City to adopt and implement smart growth through General Plan land use designations, including more mixed-use developments where commercial and residential uses are adjacent, and more affordable housing so that a larger proportion of people who work in the City can afford to live here.
	City to adopt VMT based threshold of significance for new developments by 2026
Measure TR-1.3	**Continue to implement the Active Transportation Plan (ATP) and integrate support for e-mobility.**
	City to continue to invest in infrastructure that promotes walking, biking and public transit.

ID #	Measures and Actions
	City to continue to seek funding for, and implement, Active Transportation Plan recommendations including improvements for sidewalks, bike lanes and bike routes throughout the City.
	City to include public charging options for electric bikes (and other e-mobility means as they emerge) where feasible.
Measure TR-1.4	**Plan for walkability and bikeability in new developments**
	City to continue to prevent blocked access in new developments and allow foot and bicycle traffic easy access in, out and through new developments.
Measure TR-1.5	**Pursue viable transit options**
	City to study demand for, and feasibility of, increasing transit options through improved connections, best service area coverage, and improved on time performance, particularly in future downtown corridor, through additional bus routes to complement existing service needs and support housing and homelessness initiatives.
Measure TR-2.1	**Increase EV charging requirement above CALGreen mandatory provisions for new multi-family developments.**
	This can be effected by 1) adopting a CALGreen Tier 1 or Tier 2 requirement for all new multi-family developments; or 2) an amendment to the Title 24 Part 11 CALGreen sections covering EV Charging Infrastructure (must be updated every three years).
	Applicant is able to obtain waiver from requirement if it results in costs that render the project infeasible.
	City to conduct outreach to developers to garner feedback.
	City to assess costs to developers associated with additional EV charger provisions.
	City to develop Code amendment through collaboration with 3C-REN, CPA, Statewide Reach Codes team, and other cities that have adopted similar amendments.
Measure TR-2.2	**Increase EV charging requirement above CALGreen mandatory provisions for new non-residential developments**
	This can be effected by 1) adopting a CALGreen Tier 1 or Tier 2 requirement for all new non-residential developments; 2) an amendment to the Title 24 Part 11 CALGreen sections covering EV Charging Infrastructure (must be updated every three years); or 3) adopting a local zoning code amendment that is not tied to the building code cycle and can be adopted indefinitely.
	Applicant is able to obtain waiver from requirement if it results in costs that render the project infeasible.
	City to conduct outreach to developers to garner feedback.
	City to assess costs to developers associated with additional EV charger infrastructure.
	City to develop Code amendment through collaboration with 3C-REN, CPA, Statewide Reach Codes team, and other cities that have adopted similar amendments.
Measure TR-2.3	**Require EV-supporting upgrades in commercial parking lots when onsite electrical service is upgraded or parking lot exceeding a minimum threshold is paved or re-paved.**
	City to make targeted modifications to CALGreen requirements in local building code for existing buildings that remove existing paving and re-pave their parking lot and/or upgrade their onsite electrical service. EV accommodations required for lot disturbances exceeding a minimum threshold.
	City to conduct outreach to property owners to solicit feedback.
	City to assess costs associated with recommended measures.
	City to develop Code amendment through collaboration with 3C-REN, CPA, Statewide Reach Codes team, and other cities that have adopted similar amendments.

ID #	Measures and Actions
Measure TR-2.4	**City to install EV charging infrastructure and EV chargers in public street, public areas and at community facilities such as parks, partnering with other agencies as necessary to support EV adoption by residents of existing MF housing.**
	City to conduct outreach and work with local partners to identify potential sites.
	City to draft potential plans and seek funding to support implementation.
	City to issue RFP for design of infrastructure for at least three sites starting in 2024.
	Based on cost analysis and funding, City to work with SCE, local partners and EV charging station networks to construct EV charging infrastructure in at least three sites by 2026.
Measure TR-2.5	**Require EV chargers and charging infrastructure to be installed in existing commercial parking lots/structures upon major tenant improvements (TIs).**
	City to adopt Local Building Code to require EV chargers when plans are submitted for major tenant improvements in commercial properties.
	Applicant is able to obtain waiver from requirement if it results in costs that render the project infeasible. City to conduct outreach to property owners to solicit feedback.
	City to assess costs associated with recommended measures.
	City to develop Code amendment through collaboration with 3C-REN, CPA, Statewide Reach Codes team, and other cities that have adopted similar amendments.
Measure TR-2.6	**Conduct outreach to encourage EV adoption and charging infrastructure in existing MF developments and in disadvantaged communities.**
	City to conduct outreach to MF property owners on available options and utility incentive programs for EV charging infrastructure support.
	City to conduct outreach on EV ownership and financial resources available to disadvantaged communities within the City.
Measure TR-2.7	**City to transition municipal fleet to electric vehicles.**
	City to develop plan for electric fleet transition.
	City to seek grant, rebate and incentive funding to assist with purchase of electric fleet vehicles.
	For all vehicle replacements, City to consider electric alternatives as first choice.
Measure TR-2.8	**City to transition transit buses to electric**.
	City to seek and secure funding for electric bus purchase and begin purchase of electric buses starting in 2024.
	City to seek and secure funding to install bus chargers at Municipal Service Center and Transportation Center to support electric transition.
	City to work closely with SCE to design, fund and construct required charging infrastructure.
Measure TR-2.9	**City to construct electric vehicle charging infrastructure to support fleet and transit.**
	City to conduct feasibility study on required charging infrastructure.
	City to seek grant, federal, state, agency and utility funding to assist in developing infrastructure.
	City to develop and release RFP for charging infrastructure design.
	City to select engineering company and gain SCE approval for designs.
	City to develop bid documents, post, and award construction contract(s).
	City to oversee construction.
Measure TR-2.10	**Dispense Renewable Natural Gas (RNG) from City's Compressed Natural Gas (CNG) fueling station.**
	City to issue RFP for RNG supply.
	City to select a vendor and enter into contract for supply.

ID #	Measures and Actions
	City to file for LCFS credits with CARB.
Solid Waste Measures	
Measure SW-1.1	**Reduce methane emissions from landfilled organic waste through organics collection and composting.**
	Beginning in 2022 City contracted with waste hauler for scheduled weekly collection of separated organics waste at all residences and businesses.
	City to track diversion through CalRecycle annual disposal reports.
	City to track service through quarterly and annual report from waste hauler.
	City to work with waste hauler to further outreach and education on proper disposal and recycling practices.
Measure SW-1.2	**Reduce waste of edible food through establishment of a food recovery program and facility.**
	City to seek stakeholder input from food recovery organizations and food waste generators on ways to reduce food waste and recover edible food for distribution.
	City to secure food waste app. to connect food generators with food recovery organizations, and register organizations in app.
	City to conduct in person visits to all Tier 1 and Tier 2 food generators in the City by end of 2024.
	City to conduct in person visits to all food recovery organizations operating in City.
	City to set aside funding from grants and the City's Solid Waste Fund for a local food recovery facility that would provide necessary refrigeration and storage to support local food recovery organizations.
	City to identify management model, suitable site, design and construct storage facility.
Measure SW-1.3	**Conduct a waste characterization study of the City's waste streams and implement targeted education and technical assistance.**
	City to work with exclusive solid waste franchisee to conduct waste audits regularly at commercial and multi-family properties.
	Exclusive solid waste franchisee to ensure that service and access to waste containers is adequate.
	Exclusive solid waste franchisee to design educational material and signage, and to conduct outreach to these facilities as needed.
Measure SW-1.4	**Provide leadership in modeling zero waste practices at municipal facilities**
	City to utilize re-useable dinnerware and utensils for internal events and functions.
	City to eliminate the use of single-use plastics at City-hosted events.
	City to utilize three-bin (trash, recycling, organics) disposal system in all breakrooms and train staff and janitors on correct practices.
Water Measures	
Measure WA-1.1	**Transition community to climate-appropriate landscaping**
	Update local landscape resolution for climate-appropriate plantings. Limit or eliminate turf (replacing with native groundcover alternatives), and prohibit planting of invasive species and fire carrying tree species (e.g. palm and eucalyptus).
	City's water conservation ordinance to prioritize water use for indoor use, efficient irrigation systems, and climate-appropriate landscaping.
	City to provide and support community education related to appropriate landscaping and irrigation methods.

ID #	Measures and Actions
Measure WA-1.2	**Encourage greywater installation in new MF developments.**
	City to provide information and education to developers on greywater options and encourage their inclusion in new housing projects.
Measure WA-1.3	**City to model sustainable landscaping in its medians and other City-owned landscaped areas.**
	City to transition public landscaped areas to sustainable landscaping (in progress) as funding allows.
Environmental Measures	
Measure EN-1.1	**Prioritize tree planting investments in neighborhoods with limited green space, canopy coverage, or elevated air pollution.**
	City to map urban tree canopy and plant street trees in public rights-of-way where possible in neighborhoods with reduced canopy and shade.
Measure EN-1.2	**Encourage tree planting on private property.**
	City to donate climate-appropriate trees to low-income and disadvantaged community property areas.
	Expand the City-sponsored volunteer tree planting program and organize plantings annually.
	Coordinate with the County of Ventura's Tree Planting program to sponsor tree giveaways and plantings using native and drought-resistant species.
Measure EN-1.3	**Fill in street trees where gaps exist**
	City to educate property owners on the benefits of street trees and require tree planting in property frontages.
	City to plant street/frontage trees free of charge.
	Property owner to provide adequate water to support street tree.
	City provides proper tree care if planted in the public right-of-way.
Measure EN-2.1	**Encourage the planting of pollinator-friendly native gardens.**
	Provide outreach and education to residents on the benefits of pollinators and native plants.
	Provide access to resources such as turf rebates and the City's Community Environmental Enhancement Grant to assist with implementation.
Measure EN-2.2	**Continue to encourage the use of Integrated Pest Management practices.**
	Provide outreach and education to residents on the damage caused by pesticides including anticoagulant rodenticides.
	Conduct outreach on AB 1788 (2020), which prohibits almost all uses of second generation anticoagulant rodenticides statewide.
	Provide resources on Integrated Pest Management (IPM) alternatives.
	City to continue to practice IPM including the release of lady bugs, lacewings, and native praying mantises into public parks and landscaped public rights-of-way.
Measure EN-2.3	**Consider a dark skies policy or ordinance to minimize light pollution**
	City to research existing dark sky policies, and consult with affected parties.
	City to develop recommendation and develop policy accordingly.
Measure EN-3.1	**Phase out the use of gas-powered leaf blowers.**
	Provide outreach and education to residents and commercial landscape maintenance companies on the negative impacts of gas-powered leaf blowers, including health effects on the operator.
	Transition municipal landscaping equipment to electric alternatives.
	Alert commercial landscape companies to available rebates on electric alternatives.

ID #	Measures and Actions
	Consider a City ordinance to phase out the use of gas-powered leaf blowers, with consideration of time and cost for commercial entities to migrate their equipment.
	City to consider leaf blower trade-in program.
Measure EN-3.2	**Explore the phase out of other small offroad engine equipment.**
	Provide outreach and education on the negative impacts of gas-powered landscape equipment, including the health effects on the operator.
	Transition municipal landscaping equipment to electric alternatives.
	Alert commercial landscape companies to available rebates on electric alternatives.
Measure EN-3.3	**City to pilot use of electric landscaping equipment in its operations.**
	City to identify landscaping equipment ready for replacement.
	City to work with contractor to replace gas equipment with electric alternatives.
	City to seek rebates to assist with cost of new equipment
	City to procure and test equipment and make recommendations for viable equipment migration.
	City to transition to full replacement according to recommendations and funding.
Adaptation and Resilience Measures	
Measure AR-1.1	**Expand urban canopy with climate-appropriate trees**
	City to assess urban canopy by census tract and plant streets trees in those areas where feasible.
Measure AR-1.2	**Revise City ordinance to permit contractors to start work before 7 a.m. and/or after 7:00 p.m. on excessively hot days.**
	City to allow contractors to allow work in early morning, evening or nighttime when temperatures are forecast to exceed 92°F subject to type of work and impacts on residents. Discretion by CDD Director.
Measure AR-1.3	**Explore cool pavement and permeable pavement options for streets and parking lots.**
	City to explore use of cooler surfaces or surface treatment of paving materials for use in City parking lots and streets.
	City to explore regulation of pavement options in new developments and in re-paving of existing parking lots to expand use of cool pavement.
	City to explore permeable pavement options for use in new public and private developments.
Measure AR-2.1	**Develop resilience hubs/cooling centers at City facilities to provide shelter, electricity, and essential resources during heat waves, power outages and natural disasters.**
	City to partner with other local agencies to develop resilience hubs throughout the community at City, CRPD and CVUSD properties.
	City to encourage inclusion of designated resilience hubs onsite in new master-planned, multi-family and mixed-use developments, especially senior or live-in care facilities.
	City to develop battery energy storage systems, on-site solar and microgrids at City owned resilience hubs for autonomous off-grid backup power during emergencies.
Measure AR-2.2	**Provide appropriate regulations to allow for development of distributed energy resources in residentially-zoned areas and throughout City**
	City to develop process to allow for land uses of this nature through zoning code or other update.
	City discretion necessary to ensure that systems are compatible with neighborhoods and do not generate unreasonable noise, glare or other negative impacts in residential zones.
Measure AR-2.3	**Establish emergency transit protocols to assist vulnerable populations with evacuation as necessary**
	City to work with at risk communities and emergency management agencies to plan for assistance as needed during evacuations and natural disasters.

ID #	Measures and Actions
Measure AR-2.4	**Encourage businesses, residents, and property owners to install resilient clean backup power supply.**
	City to conduct outreach, disseminate information, and provide technical assistance on applications for rebates and incentives to property owners through the Energy Ambassador Program.
Measure AR-3.1	**Pursue regional water supply solutions with neighboring water purveyors**
	City to pursue possible local water supply alternatives with Calleguas Municipal Water District, as well as other adjacent purveyors. This may include collaboration with Las Virgenes Municipal Water District on their Pure Water Project, as well as reclaiming local stormwater and treated wastewater and treating it to potable standards.
Measure AR-3.2	**Pursue local groundwater options.**
	City to pursue design and environmental process for evaluation of the existing groundwater well at the Los Robles Greens Golf Course, with a goal of beneficially re-using the water for potable purposes. This may include collaboration with Las Virgenes Municipal Water District on their Pure Water Project.
Measure AR-3.3	**Pursue avenues to divert and treat stormwater and treated wastewater for potable re-use.**
	City to explore options with Camrosa Water District for treating water to potable standards.
	City to explore pumping stormwater and/or wastewater for treatment at Las Virgenes Municipal Water District.
	City to explore treating stormwater and distributing for local use.
Measure AR-3.4	**Install a clean resilient power supply at City water pumps**
	City to install generators and/or battery storage at remaining pumps for off-grid power to maintain water pumping ability during emergencies.
Measure AR-3.5	**Reduce stormwater runoff**
	Require developers to utilize permeable surfaces where feasible.
	Comply with the new requirements of the Countywide MS4 Stormwater Permit.
	Encourage the de-paving of private property including parkway planters through outreach and education.
Measure AR-3.6	**Address flood susceptibility in identified areas**
	City to conduct a local drainage study of the South Branch Arroyo Conejo area to identify engineering and construction solutions to improve the stormwater conveyance of that area and reduce the number of properties in the floodplain.
Measure AR-3.7	**Identify and pursue adaptations to local stormwater system to address more intense precipitation events.**
	City to rehabilitate, maintain and repair the existing storm drain system citywide to ensure system reliability.
Measure AR-3.8	**Reduce demand for irrigation through transitioning community to climate-appropriate landscaping**
	Update local Landscape Resolution for new development to require climate-appropriate landscaping and eliminate non-functional turf.
	City to provide outreach and education on appropriate landscaping and irrigation.
Measure AR-3.9	**Consider implementation of parcel-based water budgets based on State's assessment of landscaped areas.**
	City to transition to water billing system that will support individual parcel-based water budgets.
	City to evaluate parcel-based budgets.
	City to implement rates based on findings to encourage efficient use of water.
Measure AR-4.1	**Explore program to assist residents with fire hardening of homes**

ID #	Measures and Actions
	City to develop a program that: ▪ offers education and resources on fire hardening of homes; ▪ explores no-cost options for fire hardening homes in low-income census tracts; and ▪ explores possible Building Code revisions to require fire hardening measures.
Measure AR-4.2	**Develop landscape ordinance that restricts trees known to spread wildfire embers**
	Develop local landscape ordinance or update City Landscape Resolution to prohibit planting of fire-carrying tree species (e.g. palm and eucalyptus) in new developments and to require appropriate maintenance of existing fire-carrying tree species (e.g. palm and eucalyptus).

Source: Thousand Oaks, City of. 2024. CEAP.

The measures included in the CEAP combined with statewide legislation and initiatives and regional transportation programs will enable the City to meet its emissions reduction target of 42 percent below 2010 levels by 2030. Table 4 illustrates how the State Initiatives included in the State Sustainability and GHG Reduction Efforts section reduce the expected emissions for 2030, thus narrowing the emissions reductions that must be achieved through the CEAP by 2030. The City needs to achieve a reduction of 63,251 MT CO_2e after legislative reductions by 2030 to meet its goal. The estimated GHG reductions accounted for in the CEAP are 63,997 MT CO_2e and combined with the GHG reductions from State will help the City to achieve its 42 percent GHG reduction target compared to 2010 emissions levels by 2030.

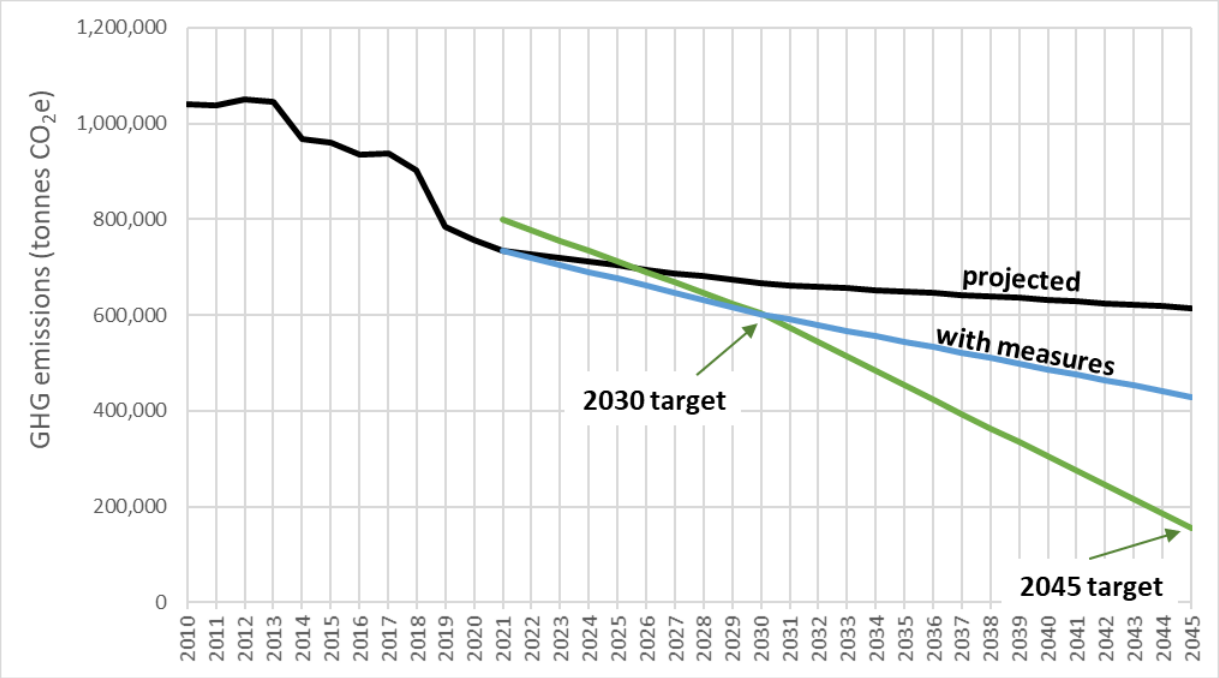
Table 4 City of Thousand Oaks 2030 GHG Reduction Target by Sector

State Initiative	Sector	2030 Reduction in City Emissions ($MTCO_2e$)
A.	Total GHG Emissions after State Initiative Reductions	666,090
B.	Total CEAP Emissions Reductions	63,997
C.	Total Expected Emissions after State and CEAP Reductions (A-B)	602,091
D.	City of Thousand Oaks 2030 Emissions Reduction Target	602,839
E.	Meets/exceeds State Goals? (C < D)	Yes

Source: Thousand, City of. 2024. CEAP and Community GHG Inventory

Figure 3 shows emissions reductions expected from State level actions as well as the reductions needed to reach the City of Thousand Oaks emissions target. **Table 5** shows the baseline emissions, emissions projections, and reductions required for the City to meet its emissions target for 2030.

Figure 3 City of Thousand Oaks Future GHG Emissions Projection and Reduction Target



Source: Thousand Oaks, City of. 2024. CEAP.

Table 5 City of Thousand Oaks Future GHG Emissions Projection and Reduction Target

Description	Emissions ($MTCO_2e$)
2010 Emissions	1,039,378
2020 Emissions	756,286
2030 Adjusted Forecast	666,090
2030 Target Emissions (42% below 2010 levels)	602,839
2030 Required Reduction from Measures	**63,251**

Source: Thousand Oaks, City of. 2023. CEAP

Implementation of the measures listed in Table 3 could result in physical changes to the environment that could potentially have a significant impact on the environment. While individual projects resulting from these measures have not been identified for the purposes of this document, the types of actions that could result from realization of the measures are taken into account in considering potential environmental impacts that could occur through implementation of the CEAP. For example, projects or actions requiring ministerial approval, such as installation of electric vehicle charging stations and supporting infrastructure, new bicycle or pedestrian facilities, and solar photovoltaic (PV), may introduce physical changes related to the temporary presence and operation of construction vehicles and equipment during installation of required facilities and the long-term presence of new facilities such as bike and pedestrian facilities, solar arrays, and electric vehicle charging stations, which could alter pedestrian and vehicular traffic patterns.

Additionally, electrification retrofits may change the physical environment through the need for upgraded service and electrical panels, branch circuit upgrades, and installation of condensate drains to facilitate the installation of electric heat pumps for water and space heating. The associated construction impacts and the physical changes these upgrades and additions would

entail are dependent on the year of building construction and location of electrical and service panels and plumbing for connection of condensate drains, which in some cases may include modifications to the interior and/or exterior of buildings for wiring and panel replacement, and minor excavation for connection of drainage to sewer systems. Projects implemented in support of the CEAP would be reviewed for consistency with the General Plan 2045, other applicable regulatory land use actions, and would be subject to any required environmental assessment that would be completed prior to approval of any project. Future plans or projects would be subject to environmental review under CEQA, and individual impact analyses will identify required plan- or project-specific mitigation measures where applicable.

7. Required Approvals

City of Thousand Oaks

Required approvals include:

- Adoption of the CEAP Initial Study-Negative Declaration
- Adoption of the CEAP

Although individual plans or projects may be implemented later under the umbrella of the CEAP, each individual plan or project would be subject to separate environmental review under CEQA.

Other Public Agencies

The City of Thousand Oaks has sole approval authority over the CEAP. There are no other public agencies whose approval is required.

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Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology and Soils	☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology and Water Quality	☐ Land Use and Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

Determination

Based on 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 to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "less than significant with mitigation incorporated" 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 the 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 potential 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.

Signature	Date
Printed Name	Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant 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?	☐	☐	■	☐
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	■	☐
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	■	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	■	☐

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

b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Thousand Oaks lies in the Conejo Valley, which encompasses topographically diverse landscapes of mountains, hills, valleys, and canyons. The Conejo Valley is approximately 9 miles long and 7 miles wide, elevated about 600 to 900 feet above sea level. Due to the community's high regard for open space and the City's natural setting, development in Thousand Oaks generally does not dominate views in the Planning Area. Rather, major natural landscape features are generally more prevalent. Thousand Oaks' appearance is that of a community nestled within a ring of open space, distinguished by its oak trees, and the prominence of knolls, ridges and hills that contribute to the community character. The Planning Area is framed by the Santa Monica Mountains to the south, Conejo Mountain to the west, Mountclef Ridge to the north, and the Simi Hills to the east.

Commercial development in the City is primarily concentrated on the valley floor. Commercial uses are located along the major arterials and highways that bisect the City, and the commercial uses are

largely one to two stories, set back from the nearby roadways with large surface parking lots, light-colored stucco exteriors, and red-tile roofs. Light industrial uses occur in various areas of the City. Office uses in the City are up to three stories and are also of contemporary design, with flat or pitched roofs, stucco and glass exteriors, and large surface parking lots. Residential development is primarily concentrated on the valley floor, although residential development also extends into the foothills surrounding the valley. Residences on the valley floor generally have limited views of the surrounding hills, while residences on the foothills are typically oriented toward the mountains and often have extensive views of the valley and surrounding hillsides.

The most prominent and heavily traveled view corridor in the City is US 101, which offers expansive views across the valley and of the mountains to the north and south. Light industrial complexes, commercial buildings, open space, and parking lots or storage facilities appear in the near to middle ground from US 101, reducing the visual quality of the natural landscape.

The City's Program Environmental Impact Report for the 2045 General Plan Update (General Plan EIR) identifies ridgelines, hillsides and mountains; streams and a lake; the community forest; and substantial Open Space Areas as natural areas that contribute to the natural and aesthetic environment of Thousand Oaks.[16] The community forest, with its native oak trees, is the City's largest, most visible natural and scenic resource. The trees that constitute the community forest impart a distinctive character and identity to the City and its various neighborhoods. The community of Thousand Oaks values trees as an essential element of the City's visual character.

The Dos Vientos open space located at the southwest corner of the Conejo Valley consists of 1,230 acres dominated by chaparral and coastal sage scrub habitats that provide habitat for wildlife, including rare and endangered plants. The extensive trail system connects local and regional trails and offers views of the Pacific Ocean and Channel Islands. The Lake Eleanor Open Space contains an 8-acre freshwater lake and offers diverse wildlife habitat and scenic views of rugged hills, rocky outcrops, freshwater marsh habitat, oak woodland, and coastal sage scrub. Open space areas located on the southerly edge of the City and Conejo Valley and include ridgeline trails that offer some of the most scenic vistas in the Valley. Trail-goers may view wildlife, chaparral-covered slopes, and panoramic scenes of the City. The North Ranch Open Space is 2,595 acres in the northeastern portion of the City and includes an extensive system of protected areas that conserve diverse habitats, plants and animals. Resources in the area include the sandstone cliffs of Simi Hills, coastal sage scrub and grasslands, pockets of Southern California black walnut groves and coast live oak woodlands along the area's creeks. Rancho Potrero comprises 326 acres in the City's southwest corner and offers trails across rolling grasslands that are managed by Conejo Open Space Conservation Agency. The Ventu Park open space area is located adjacent to the community of Ventu Park and offers trails for pedestrians to view scenic, north-facing slopes, dense chaparral, and occasional coast live oaks. The Wildwood Regional Park is 1,732 acres and provides outdoor activities, such as hiking, biking, and horseback riding. Wildwood Regional Park is in the north part of the City and is managed by Conejo Open Space Conservation Agency.

According to the California Department of Transportation's (Caltrans) State Scenic Highway Map Viewer, the closest State Scenic Highway to the Planning Area is an approximately 2.5-mile segment of Mullholand Highway (Los Angeles Route 27), approximately 12 miles southeast of Thousand Oaks.

[16] Thousand Oaks, City of. 2023. Program Environmental Impact Report for the 2045 General Plan Update. August 2023. https://toaksorg.sharepoint.com/:b:/s/GeneralPlan/EXMBMNouJalGkbzlha4kWIEBxBAYwxOFvTqcomIArIFiEQ?e=E1SaSB. Accessed February 1, 2024.

Although there are no designated State Scenic Highways in Thousand Oaks, the section of US 101 that runs through the City is eligible for designation but is not officially designated as such.

The City's municipal code contains several regulations that pertain to the maintenance of the aesthetic quality of the City including articles that govern changes to public spaces from acts such as construction, landscaping, and sign post placement. Additionally, the City's municipal code includes adoption of the California Building Code, design standards for parking areas including design of lighting and consideration of glare, development and architectural design requirements and review procedures, design standards for the protection of ridgelines identified in the 1988 Ridgeline Study, and oak tree and landmark tree preservation.

The City's General Plan contains several goals and policies related to aesthetics and visual resources within the Land Use Element and Open Space Element. The Land Use Element guides the physical and socioeconomic character of the City through environmental protection, growth management, community design, and neighborhoods. Land Use Element Goal LU-8 aims to support high-quality and visually interesting design and construction of all buildings throughout the City, and includes policy LU-8.4 which strives to maintain the architectural integrity of significant developments that represent notable styles in Thousand Oaks. Land Use Element Goal LU-10 aims to preserve views of the mountains and ridgelines and unique entryways to Thousand Oaks, including public view corridors, ridgelines, and gateways. The Open Space Element includes policies for preserving existing open space and completing the connected ring of natural open space around the developed portions of Thousand Oaks, which will preserve and enhance the natural visual resources of the City.[17]

Projects implemented in support of the CEAP would be required to adhere to City development regulations and General Plan policies to retain character of the City and minimize environmental impacts. In addition, projects implemented in support of the CEAP would be reviewed for consistency with the General Plan, other applicable regulatory land use actions, and would be subject to any required environmental assessment that would be completed prior to approval of any project. As such, the CEAP would not result in adverse impacts related to scenic vistas, viewing corridors, or scenic roadways within the City. Furthermore, due to intervening development typical of an urban setting, proposed projects included in the CEAP would not likely be visible from the scenic vistas or resources. The planning area does not contain any scenic highways. Therefore, the CEAP would result in a less-than-significant impact related to scenic vistas and related to scenic resources within scenic highways.

LESS-THAN-SIGNIFICANT IMPACT

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 experienced from a 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?

The character of Thousand Oaks is generally urbanized. Per CEQA Guidelines Section 15387, the City of Thousand Oaks is an "urbanized area" because it is a City with a population of 50,000 or more.[18]

[17] Thousand Oaks, City of. 2023. General Plan 2045. https://toaksorg.sharepoint.com/sites/GeneralPlan/Shared%20Documents/Forms/AllItems.aspx?id=%2Fsites%2FGeneralPlan%2FShared%20Documents%2FDraft%20General%20Plan%20Public%20Links%2FApproval%20Documents%2FAttachment%202%20Exhibit%20C%20General%20Plan%202045%2Epdf&parent=%2Fsites%2FGeneralPlan%2FShared%20Documents%2FDraft%20General%20Plan%20Public%20Links%2FApproval%20Documents&p=true&ga=1. Accessed February 2024.

[18] Santa Barbara, City of. 2010. Program Environmental Impact Report for the Plan Santa Barbara General Plan Update. https://www.santabarbaraca.gov/services/planning/plan.asp. Accessed October 2023.

Architectural styles of development throughout the City vary greatly, resulting in an inconsistent character.[19]

Under Public Resources Code Section 21099, aesthetic and parking impacts resulting from new developments within a transit priority zone are exempt from being considered significant under CEQA for any project that would be considered residential development, mixed-use development, or an employment center. According to the California Public Resources Code Section 21099(a)(7), a transit priority area means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program.

The CEAP could facilitate development such as electrification of buildings, installation of solar panels or small-scale distributed energy systems, alternative transportation infrastructure, potential use of permeable or cool pavements, and additional tree plantings and sustainable landscaping, which could cause minor visual character of portions of Thousand Oaks, including creation of bike lanes. However, new development forecasted in accordance with the CEAP would be subject to development standards in the zoning ordinance, such as building heights and setbacks, and transitional setback requirements for properties abutting residential zones. All projects would be subject to the maximum allowable height established in the City Municipal Code.

If a project falls within a transit priority area, it would still be subject to City policies, as Public Resources Code Section 21099 does not alter or limit the ability of the City to enforce local design ordinances. Mandatory compliance with existing review procedures, policies, guidelines, and design standards would ensure that reasonably foreseeable development under the CEAP would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, or conflict with applicable zoning and other regulations governing scenic quality. Therefore, this impact would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

d. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

Light pollution is generated when light trespass, sky glow, and over-lighting from development create a situation where unwanted light affects views of the night sky. For a residential, valley hillside City like Thousand Oaks, night sky views can be an important part of the natural, visual environment. Excessive light can affect humans and nocturnal animal species and detract from the small-town character of the visual environment. Glare occurs when the sun shines unimpeded on building windows and car windshields. Headlights from cars driving at night can also generate glare. Due to its residential, wooded character, Thousand Oaks experiences limited light pollution. The mature trees along streets and in parking areas also help shield car windows and prevent glare. Development forecasted in accordance with the CEAP would be required to comply with the provisions of the City Municipal Code, which include numerous sections that require design to minimize glare.[20] Additionally, CEAP measures that support increasing the urban tree canopy are likely to further mitigate potential glare. Reasonably foreseeable development under the CEAP

[19] Thousand Oaks, City of. 2023. General Plan 2045. https://toaksorg.sharepoint.com/sites/GeneralPlan/Shared%20Documents/Forms/AllItems.aspx?id=%2Fsites%2FGeneralPlan%2FShared%20Documents%2FDraft%20General%20Plan%20Public%20Links%2FApproval%20Documents%2FAttachment%202%20Exhibit%20C%20General%20Plan%202045%2Epdf&parent=%2Fsites%2FGeneralPlan%2FShared%20Documents%2FDraft%20General%20Plan%20Public%20Links%2FApproval%20Documents&p=true&ga=1. Accessed February 2024.

[20] Thousand Oaks, City of. September 2023. Thousand Oaks Municipal Code. https://codelibrary.amlegal.com/codes/thousandoaks/latest/overview. Accessed February 09, 2024

would not create a new source of substantial light or glare which would adversely affect surrounding areas or important public day or nighttime views in the area. Therefore, potential light and glare impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

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2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	■
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	■
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))?	☐	☐	☐	■
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
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?	☐	☐	☐	■

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

or

b. Would the project conflict with existing zoning for agricultural use or a Williamson Act contract

The City of Thousand Oaks is mapped as Urban and Built-Up land, Grazing Land, and Other Land and does not contain any Prime Farmland, Unique Farmland, Farmland of Statewide Importance or lands

used for agricultural purposes.[21] Therefore, the CEAP would result in no impact related to degradation of agricultural resources or conversion of agricultural land to non-agriculture uses, nor would there be a conflict with existing zoning or general plan land use designations.

NO IMPACT

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))?

or

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

The City does not have forest land, timberland, or timberland zoned Timberland Production. Additionally, Measures EN1.1, EN1.2, and EN1.3 support the implementation and expansion of the *Forestry Master Plan* by prioritizing tree planting in neighborhoods with limited green space or elevated pollution levels; encouraging tree planting on private property; and filling in street trees where gaps exist. Therefore, the proposed project would not conflict with existing zoning, or cause rezoning of, forest land or land zoned for timberland production, and would not result in the loss of forest land or conversion of forest land to non-forest land. Therefore, the CEAP would result in no impacts related to degradation of forestry resources or conversion of forest land to non-forest uses, nor would there be a conflict with existing zoning or General Plan land use designations.

NO IMPACT

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?

See impact discussions above under Topics 2a through 2d. The CEAP would not result in other changes to the existing environment which, due to their location or nature, would result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

NO IMPACT

[21] Thousand Oaks, City of. 2023. Program Environmental Impact Report for the 2045 General Plan Update. August 2023. https://toaksorg.sharepoint.com/:b:/s/GeneralPlan/EXMBMNouJalGkbzlha4kWIEBxBAYwxOFvTqcomIArIFiEQ?e=E1SaSB. Accessed February 1, 2024.

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	■	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	■	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	■	☐

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

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?

Thousand Oaks is part of the South Central Coast Air Basin (SCCAB) that includes San Luis Obispo, Santa Barbara, and Ventura counties and within the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD). The climate of the Planning Area and all the SCCAB is strongly influenced by its proximity to the Pacific Ocean and the location of the semi-permanent high-pressure cell in the northeastern Pacific Ocean. The Mediterranean climate of the region produces moderate average temperatures, although slightly more extreme temperatures can be reached in the winter and summer. The warmest months in the City are July and August, with an average maximum temperature of 85 degrees Fahrenheit, while the coldest months of the year are December, January, and February, with an average maximum temperature of 65 degrees Fahrenheit. The climate is semi-arid, with rainfall concentrated in the winter months. The City receives approximately 15-19 inches of rain annually, with average annual high temperatures ranging from 72-73°F and an average annual minimum low temperature range of 46-47°F.[22] Two types of temperature inversions (warmer air on top of cooler air) are created in the area: subsidence and radiational. The subsidence inversion is a regional effect created by the Pacific high in which air is heated as it is compressed when it flows from the high-pressure area to the low pressure areas inland. This type of inversion generally forms at about 1,000 to 2,000 feet and can occur throughout the year, but it is most evident during the summer months. Radiational, or surface, inversions are formed by the more

[22] Cal-Adapt. 2024. Local Climate Snapshot for Thousand Oaks, California. Available online at: https://cal-adapt.org/tools/local-climate-change-snapshot. Accessed January 2024.

rapid cooling of air near the ground at night, especially during winter. This type of inversion is typically lower and is generally accompanied by stable air. Both types of inversions limit the dispersal of air pollutants within the regional airshed, with the more stable the air (low wind speeds, uniform temperatures), the lower the amount of pollutant dispersion.

The proposed project is located in Ventura County, which is under the jurisdiction of the VCAPCD. The VCAPCD has the responsibility for achieving and maintaining the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS) in their jurisdiction. Depending on whether or not the standards are met or exceeded, the VCAPCD is classified as being in "attainment" or "nonattainment." Under State law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-attainment. The Ventura County portion of SCCAB is in non-attainment for the CAAQS for ozone standards and PM_{10} (particulate matter up to 10 microns in size), and in non-attainment for the NAAQS for ozone standards. [23]

Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-compliance. Building on previous Ventura County Air Quality Management Plans (AQMPs), the 2022 Ventura County AQMP presents Ventura County's: 1) strategy to attain the 2015 federal 8-hour ozone standard; 2) attainment demonstration for the federal 8-hour ozone standard; and, 3) reasonable further progress demonstration for the federal 8-hour ozone standard.[24] In addition to the AQMP the VCAPCD also develops rules and regulations and permitting requirements. The VCAPCD provides the *Ventura County Air Quality Assessment Guidelines*, with detailed guidance on how to evaluate and mitigate a project's air quality (AQ) impacts. According to the VCAPCD Guidelines, in addition to the assessment of criteria pollutants, the lead agency should consider San Joaquin Valley Fever factors that are applicable to any proposed projects. The 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 including Rule 55 regarding fugitive dust and dust control mitigation measures, and Rule 74.2 regarding architectural coatings which sets a limit on the VOC content of architectural coatings that can be used for projects.

The threshold guidelines used to analyze air quality impacts are derived from those of the VCAPCD. The most recent VCAPCD comprehensive publication regarding air quality assessment is the *Ventura County Air Quality Assessment Guidelines* (October 2003). The *Ventura County Air Quality Assessment Guidelines* recommend significance thresholds for projects proposed in Ventura County. Under these guidelines, projects that generate more than 25 pounds per day of ROG or NO_X are considered to jeopardize attainment of the federal ozone standard and thus have a significant adverse impact on air quality.

The VCAPCD has not established quantitative thresholds for particulate matter. However, 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 is considered to have a significant air quality impact by the

[23] Ventura County Air Pollution Control District. 2022. Air Quality Standards website page. http://www.vcapcd.org/air_quality_standards.htm. Accessed February 2024.
[24] Ventura County Air Pollution Control District. December 13, 2022. 2022 Ventura County Air Quality Management Plan. http://www.vcapcd.org/pubs/Planning/AQMP/2022/Final-2022-AQMP-with-appendices-20221130.pdf. Accessed February, 2024.

VCAPCD. This threshold is particularly applicable to the generation of fugitive dust during construction grading operations.

The VCAPCD's 25 pounds per day threshold for ROG and NO_x is not intended to be applied to construction emissions since such emissions are temporary. For construction impacts, the VCAPCD recommends minimizing fugitive dust through various dust control measures.

The evaluation of whether a project would conflict with or obstruct implementation of the applicable air quality plan is partially based on the project's consistency with the land use and population forecasts that underlie the air pollutant emissions forecasts contained in the plan. The 2022 Ventura County AQMP estimates the county's population and population forecasts using the SCAG Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy. Therefore, consistency with the 2022 AQMP is based on whether the population growth accommodated by the CEAP was accounted for in the AQMP's forecast. The CEAP is in alignment with population forecasts used in the 2045 General Plan which includes planned growth to housing stock and the City's population that would result in a more balanced jobs-housing ratio, but that growth does not substantially exceed the most recently adopted AQMP population forecast and would not be considered inconsistent with the AQMP.

Construction-related air quality impacts are generally associated with fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction vehicles and soil-hauling trucks, in addition to Reactive Organic Gas (ROG) that would be released during architectural coatings drying. However, future projects or plans would be reviewed for consistency with VCAPCD air quality regulations and other applicable local, State, and Federal regulations. Once project details and locations are known, they would be subject to environmental review under CEQA, and individual impact analyses will identify required plan or project-specific mitigation measures where applicable. Additionally, the projects included in the measures and actions would not typically warrant substantial construction emissions due to their minimal scale, keeping their emissions below construction thresholds for review under CEQA. Thus, construction associated with implementation of the CEAP would result in a less-than-significant impact related to net increase of criteria pollutants.

The CEAP would not involve land use or zoning changes but would rather promote infrastructure development and redevelopment, such as the development of electric buildings and active transportation infrastructure. The purpose and intended effect of the measures and actions in the CEAP is to reduce GHG emissions generated in the City to help reduce the effects of climate change, many of its measures and supporting actions would also reduce criteria pollutant (i.e., air quality) emissions, help meet applicable air quality plan goals, and generally reducing sensitive receptor exposure to pollutant concentrations. Measures included in the CEAP and listed in Table 3, aim to increase citywide renewable energy use, promote electric vehicles, reduce building natural gas use, reduce on-road gasoline fuel use, and reduce vehicle miles traveled. Implementation of such measures would be beneficial by helping Thousand Oaks meet applicable air quality plan goals. In addition, projects implemented in support of the CEAP would be reviewed for consistency with the General Plan, and other applicable regulatory land use actions, and would be subject to any required environmental assessment that would be completed prior to approval of any project. With respect to operational emissions, many measures would have the secondary benefit of reducing criteria pollutant emissions. Therefore, the CEAP would have a less-than-significant impact related to a conflict with or obstruction of the applicable air quality plan and criteria pollutant emissions.

LESS-THAN-SIGNIFICANT IMPACT

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

Construction-related air quality impacts are generally associated with fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction vehicles and soil hauling trucks, in addition to ROG that would be released during the drying phase upon application of architectural coatings. While the CEAP could result in some construction-related impacts from toxic air contaminants and exposure to sensitive receptors, projects included in the CEAP would be reviewed for consistency to comply with VCAPCD air quality regulations and other applicable local, State, and federal regulations once project details and locations are known because future plans or projects would be subject to environmental review under CEQA, and individual impact analyses will identify required plan- or project-specific mitigation measures where applicable. Thus, the construction associated with implementation of the CEAP would not result in substantial emissions of toxic air contaminants and exposure to sensitive receptors. No operational toxic air contaminant emissions are anticipated with implementation of the CEAP because implementation of the measures and actions would reduce operational GHG emissions. Therefore, the CEAP would have a less-than-significant impact related to exposure of sensitive receptors to toxic air contaminants.

LESS-THAN-SIGNIFICANT IMPACT

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

The CARB 2005 Air Quality Land Use Handbook: A Community Health Perspective identifies land uses associated with odor complaints, which include: sewage treatment plants, landfills, recycling facilities, waste transfer stations, petroleum refineries, biomass operations, auto body shops, coating operations, fiberglass manufacturing, foundries, rendering plants, and livestock operations.[25] Measure SW1.1 aims to reduce methane emissions from landfilled organic waste through organics collection and composting at a certified composting facility. As such, the CEAP could result in minor odors related to organics collection. However, green waste collection bins are not identified on the list of "Sources of Odor Complaints" (Table 1-4) as provided in the CARB Air Quality Land Use Handbook and would not be anticipated to result in other emissions, such as those leading to odors, adversely affecting a substantial number of people. Therefore, the CEAP would not facilitate development that could create adverse odors, and there would be a less-than-significant impact related to odors exposure.

LESS-THAN-SIGNIFICANT IMPACT

[25] California Air Resources Control Board (CARB). 2005. Air Quality and Land Use Handbook: A Community Health Perspective. https://ww3.arb.ca.gov/ch/handbook.pdf. Accessed February 2024.

4 Biological Resources

	Potentially Significant Impact	Less than Significant 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?	☐	☐	■	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	■	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	■	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	■	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	■	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	■

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?

Thousand Oaks is a primarily urbanized community with parks and recreational open spaces incorporated throughout the City including riparian habitats, wetlands, and coastal habitats. The City's Municipal Code Titles 7 and 9, the General Plan Parks and Open Space Element, Land Use Element, and Conservation Element, and the City's Forestry Master Plan incorporate goals, policies, and measures to protect biological resources such as trees, plant habitats, and wildlife.

As a policy document, the CEAP would not directly result in impacts related to wildlife species identified as candidate, sensitive, or special status. Measures EN-1.1, EN-1.2, EN-1.3, EN-2.1 and EN -2.2 serve to improve the environmental makeup of the City, and enhancing or expanding the natural resources available to wildlife in existing developed areas.

Future related projects would be required to undergo environmental review, including assessment and mitigation incorporation once project details and locations are known. The measures included in the CEAP would not conflict with the Municipal Code or goals/policies of the General Plan but would rather be consistent with and implement those plans. As such, the CEAP itself would not have a substantial adverse effect on special-status wildlife species either directly through individual take or indirectly through species habitat modification. Therefore, the CEAP would result in a less-than-significant impact related to special-status wildlife species.

LESS-THAN-SIGNIFICANT IMPACT

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, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

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?

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?

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

As a policy document, the CEAP would not result in impacts related to habitat whether riparian, wetland, or other sensitive natural community. The City's Municipal Code Titles 7 and 9, the General Plan Parks and Open Space Element, Land Use Element, and Conservation Element, and the City's Forestry Master Plan incorporate goals, policies, and measures to protect biological resources such as trees, plant habitats, and wildlife. According to the General Plan Conservation Element, new development must comply with existing standards for natural resource conservation, oak and landmark trees preservation, wildlife mitigation corridor maintenance, and watershed preservation.[26]

[26] Thousand Oaks, City of. 2045 General Plan. https://toaksorg.sharepoint.com/sites/GeneralPlan/Shared%20Documents/Draft%20General%20Plan%20Public%20Links/Approval%20Documents/Attachment%202%20Exhibit%20C%20General%20Plan%202045.pdf

Measure BE-2.1 and BE-2.2 promote the installation of residential and non-residential building renovations for increased electrification retrofits and Measure BE-3.3 encourages the installation of solar panels at all City facilities. Measure TR-1.3 suggests adding 25,500 linear feet of new sidewalk by 2045 and constructing an additional 9.5 miles of bike lanes by 2045 and Measure TR-2.4 encourages the installation of new EV charging infrastructure in public areas including parks. Measures AR 3.3, AR 3.6, and AR 3.7 suggest improvements to the stormwater drainage system via diversion of existing infrastructure or addition of new infrastructure near existing creeks. These measures support the construction of additional infrastructure, which could impact sensitive species through habitat modification due to construction-related alterations. Additional measures that could impact sensitive habitats throughout the City include measures associated with environmental improvement. Measures EN-1.1, EN-1.2, and EN-1.3 prioritize the planting of trees in neighborhoods with limited green space, on private property, and on streets where gaps exist. Measures EN-2.1 and EN-2.2 encourage the planting of pollinator-friendly native gardens and use of Integrated Pest Management such as releasing native insects to mitigate unwanted pests. These measures serve to improve the environmental makeup of the City, and enhancing or expanding the natural resources available to wildlife in existing developed areas.

Thousand Oaks is a primarily urbanized community with parks and recreational open spaces incorporated throughout the City including riparian habitats, wetlands, and coastal habitats.

Migration corridors in the City exist primarily within the riparian corridors which provide nearly continuous pathways of native and natural vegetation used by wildlife species to move between open foothill lands and larger urban open spaces. Upland migration corridors such as oak woodland, eucalyptus groves, and coastal sage scrub provide migratory bird habitat in the City. The Santa Monica-Sierra Madre Wildlife Corridor, located along the northern border of Thousand Oaks, provides linkages for 20 species that are especially subject to habitat loss and fragmentation. It is one of the few remaining coastal connections in the South Coast Ecoregion.[27] Conejo Creek and Arroyo Conejo creek serve as perennial streams of riparian woodland habitat, supporting an abundance of wildlife among residential development, which could act as potential barriers to movement for sensitive species. Potentially significant effects on wildlife movement would occur if temporary disturbance during construction or permanent new residential development would result in the fragmentation or degradation of wildlife corridors or nursery sites.

However, future related projects would be required to undergo environmental review, including assessment and mitigation incorporation once project details and locations are known. Projects would be reviewed for consistency with applicable local, regional, and State regulations once project details and locations are known. Implementation of proposed measures and actions would be beneficial by helping Thousand Oaks meet applicable local policies and ordinances for protecting natural and biological resources. The CEAP would not conflict with or obstruct implementation of the applicable policies for preserving biological resources and would not affect the City's ability to attain goals and policies that protect biological resources. As such, the CEAP would not have a substantial adverse effect on riparian habitat or sensitive natural community, such as wetlands.

[27] Thousand Oaks, City of. 2045 General Plan. https://toaksorg.sharepoint.com/sites/GeneralPlan/Shared%20Documents/Draft%20General%20Plan%20Public%20Links/Approval%20Documents/Attachment%202%20Exhibit%20C%20General%20Plan%202045.pdf

Therefore, the CEAP would have a less-than-significant impact related to sensitive natural plant communities, interference with species movement and nursery sites, or local ordinances protecting biological resources.

LESS-THAN-SIGNIFICANT IMPACT

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?

The City of Thousand Oaks is not located within any approved local, regional, or State Habitat Conservation Plan or Natural Community Conservation Plan.[28] Therefore, the CEAP would not conflict with any applicable conservation plan.

NO IMPACT

[28] California Department of Fish and Wildlife (CDFW). 2022. California Natural Diversity Database. https://apps.wildlife.ca.gov/bios/?tool=cnddbQuick. Accessed October 2023.

5 Cultural Resources

	Potentially Significant Impact	Less than Significant 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?	☐	☐	■	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	■	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	■	☐

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

The City has put forth preservation regulations through the Conservation Element of the General Plan outlining overarching goals and policies aimed toward preserving and protecting Thousand Oaks' historic, cultural, and tribal cultural resources.[29] Additionally, Thousand Oaks City Council has deemed 14 sites within the City as historical landmarks, based on recommendations from the Ventura County Cultural Heritage Board. These sites include the Stagecoach Inn, Sycamore Tree, Pederson House and Water Tower, Hunt Olive Tree, Oakbrook Regional Park Archaeological Area and Chumash Interpretive Center, Dos Vientos Ranch Buildings, Crowley House, Hillcrest Center, Joel McCrea Ranch, Former Timber School House and Auditorium, Janss House, Case Study No. 28, Banning Dam (Lake Eleanor Dam), and Goebel's Lion Farm Site.[30]

The City's Historic Landmark Overlay Zone Ordinance and Conservation Element contain a regulatory framework that provide protections against the demolition of City-designated landmarks and establish procedures for proposed development that has the potential to affect designated historic resources. The Ventura County Cultural Heritage Board, and City of Thousand Oaks Cultural Heritage Board maintain the City's Landmarks and Points of Interest Map, which lists qualifying historical sites. Any structure over 50 years old must be evaluated prior to any addition, alteration, or demolition to determine if the structure qualifies as a historic resource as per CEQA requirements. Pursuant to the City's Municipal Code, these resources are also defined as historic resources and subject to the same local regulations as designated historical resources. Projects that would alter these eligible historical resources, as determined by the City Council, Thousand Oaks Cultural Heritage Board, and County of Ventura Cultural Heritage Board, would be subject to

[29] Thousand Oaks, City of. 2045 General Plan. https://toaksorg.sharepoint.com/sites/GeneralPlan/Shared%20Documents/Draft%20General%20Plan%20Public%20Links/Approval%20Documents/Attachment%202%20Exhibit%20C%20General%20Plan%202045.pdf

[30] Thousand Oaks, City of. 2045 General Plan. https://toaksorg.sharepoint.com/sites/GeneralPlan/Shared%20Documents/Draft%20General%20Plan%20Public%20Links/Approval%20Documents/Attachment%202%20Exhibit%20C%20General%20Plan%202045.pdf

project-specific environmental review whereby adverse effects to historical resources would be minimized.

Under existing regulations, individual projects are reviewed by the City for consistency with the Prohibition of Alteration under the City Municipal Code Section 1-9.206. The Thousand Oaks Cultural Heritage Board and County of Ventura Cultural Heritage Board review projects that may have a significant effect on character-defining features of a historic resource. Pursuant to Section 1-9.206, the Cultural Heritage Boards would only approve a proposal to alter or remove a designated landmark or point of interest with a Certificate of Appropriateness from the City. Existing City policies and regulatory processes provide an extensive framework for preservation of the integrity of important historic resources and historic and landmark districts. Application of Municipal Code provisions would minimize potential impacts on the character of the City's historic resources and districts.

The CEAP would not involve land use or zoning changes but would promote building energy retrofits as well as infrastructure development and redevelopment that would be complementary to existing development. The physical changes these upgrades and additions would entail are dependent on the year of building construction and location of electrical and service panels and plumbing for connection of condensate drains, which in some cases may include modifications to the interior and/or exterior of buildings for wiring and panel replacement and minor excavation for connection of drainage to sewer systems. However, it is anticipated that retrofit activities would avoid alterations to the historic materials and distinguishing character (e.g., overall shape of the building, its materials, craftsmanship, decorative details, interior spaces and features, and aspects of its site and environment) of identified historic resources and, if warranted, be reviewed by the Heritage Commission and comply with the Cultural Heritage Board Ordinances and the Conservation Element of the General Plan. As such, implementation of the CEAP would not conflict with or obstruct the City's ability to comply with applicable historical resources preservation policies. Therefore, CEAP would result in a less-than-significant impact related to historical resources.

LESS-THAN-SIGNIFICANT IMPACT

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

The Thousand Oaks region was favorable to Native American settlement and the City contains known archaeological sites and areas of archaeological sensitivity. There is the potential to encounter previously unidentified archaeological resources on sites where development such as all-electric buildings and alternative transportation infrastructure are facilitated by the CEAP. While the City is largely developed with few vacant parcels, undeveloped properties have a higher probability of containing previously unidentified archaeological resources given the probable lack of previous ground-disturbing activities on these properties. However, ground disturbance into native (previously undisturbed) soils on any development site could encounter previously undiscovered prehistoric or historic-period resources. The potential exists for archaeological resources to occur below the ground surface throughout Thousand Oaks, which may be disturbed and damaged by grading and excavation activities associated with new housing development.

However, future related projects would be required to undergo environmental review, including assessment and mitigation incorporation once project details and locations are known. Therefore, the CEAP would not conflict with or obstruct the applicable policies for preserving archeological resources and would not affect the City's ability to attain goals and policies that protect

archeological resources. The CEAP would result in a less-than-significant impact related to archaeological resources.

LESS-THAN-SIGNIFICANT IMPACT

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

Human burials outside of formal cemeteries can occur in prehistoric archaeological contexts. Excavations during construction activities could have the potential to disturb these resources, which could include Native American burial sites. Although it is unlikely that human remains are present, development forecasted in accordance with the CEAP has at least the possibility of uncovering previously unidentified human remains.

Human burials, in addition to being potential archaeological resources, have specific provisions for treatment in PRC Section 5097. The California Health and Safety Code (Section 7050.5, 7051, and 7054) has specific provisions for the protection of human burial remains. Existing regulations address the illegality of interfering with human burial remains, and protect them from disturbance, vandalism, or destruction. They also include established procedures to be implemented if Native American skeletal remains are discovered. PRC Section 5097.98 also addresses the disposition of Native American burials, protects such remains, and established the NAHC to resolve any related disputes.

All development projects are subject to State of California Health and Safety Code Section 7050.5 which states that, if human remains are unearthed, no further disturbance can occur until the County Coroner has made the necessary findings as to the origin and disposition of the remains pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the County Coroner has 24 hours to notify the NAHC, which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site and make recommendations to the landowner within 48 hours of being granted access.

The CEAP would not involve land use or zoning changes. Rather the CEAP would promote infrastructure development and redevelopment that would not have a significant impact on these resources during construction. Therefore, development forecasted in accordance with the CEAP would have less-than-significant impacts on human remains.

LESS-THAN-SIGNIFICANT IMPACT

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6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	■	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	■

a. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

California is one of the lowest per-capita energy users in the United States, ranked 48th in the nation, due to its energy efficiency programs and mild climate.[31] California consumed 277,764 gigawatt-hours (GWh) of electricity and 2,101,312 cubic feet of natural gas in 2021.[32,33,34] According to the California Energy Commission (CEC), Ventura County consumed approximately 5,559 GWh in 2022.[35]The single largest end-use sector for energy consumption in California is transportation (37.8 percent), followed by industry (23.2 percent), commercial (19.0 percent), and residential (20.0 percent).[36] Adopted in 2018, SB 100 accelerates the State's Renewable Portfolio Standards Program, codified in the Public Utilities Act, by requiring electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

The City of Thousand Oaks has demonstrated its commitment to energy efficiency and renewable energy. In 2018 the City decided to switch to Clean Power Alliance (CPA) with a default of 100 percent renewable energy supply beginning in 2019. Currently almost 80 percent of residents and 75 percent of commercial entities in the City subscribe to 100 percent clean electricity through CPA. CPA also offers 40 percent and 50 percent renewable energy options. Those who get a portion of their electricity from the grid either through CPA or through Southern California Edison (SCE) also

[31] United States Energy Information Administration (USEIA). 2021. California Profile Overview. <https://www.eia.gov/state/?sid=CA.> Accessed February 2024.
[32] California Energy Commission (CEC). 2024. 2021 Total System Electric Generation. https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2021-total-system-electric-generation. Accessed February 2024.
[33] California Energy Commission (CEC). 2018. Environmental Health and Equity Impacts from Climate Change and Mitigation Policies in California: A Review of the Literature. Accessed February 2024.
[34] USEIA. 2024. Natural Gas Consumption by End Use. https://www.eia.gov/dnav/ng/ng_cons_sum_dcu_SCA_a.htm . Accessed February 2024.
[35] California Energy Commission. 2016. Electricity Consumption by County. <http://ecdms.energy.ca.gov/elecbycounty.aspx>. Accessed February 2024.
[36] USEIA. 2023. California Profile Overview. Energy Consumption by End-Use Sector 2021. https://www.eia.gov/state/?sid=CA . Accessed February 2024.

benefit from the greening of the electric grid through the State's RPS Program which will result in 100 percent carbon-free energy powering the grid by 2045. Development forecasted in accordance with the CEAP would by default utilize 100 percent carbon-free energy, and assuming current participation rates continue, would result in 75-80% of energy users participating in CPA's 100 percent renewable energy program with additional participation in the 40 percent and 50 percent renewable programs. This translates into more carbon-free energy than what is currently collectively served by California investor-owned utilities (36 percent) and assists in reaching the Renewable Portfolio Standards goal of 60 percent renewable energy retail sales by 2030.[37] The City has also completed a communitywide GHG emissions inventory for 2020, which is summarized in Table 1. The largest contributors to GHG emissions are from the transportation and natural gas sectors.

The purpose and intended effect of the CEAP is to reduce GHG emissions generated in the City to help reduce the effects of climate change, including those emissions generated by energy demand and supply. The CEAP encourages electrification, use of renewable energy, and energy efficiency in existing residential and commercial building stock as well as proposed new residential and commercial buildings.

Measures BE-1.1 through BE-1.4 propose the reduction of GHG emissions from new buildings through decarbonization, electrification, and efficiency efforts. Measures BE-2.1 through BE-2.6 encourage reductions in GHG emissions for existing buildings through expansion of decarbonization and efficiency efforts for existing residential and commercial buildings. Measures BE-3.1 through BE-3.3 seek to expand participation in the CPA green power program and the use of onsite solar for municipal buildings. In addition, Measures EN-3.1 through EN-3.3 focus on electrifying Off-Road Equipment. Therefore, the CEAP would assist in reducing use of non-renewable energy resources and would result in a less-than-significant impact related to the wasteful, inefficient, or unnecessary consumption of energy.

LESS-THAN-SIGNIFICANT IMPACT

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

New development forecasted in accordance with the CEAP would be subject to the energy conservation requirements of the California Energy Code (Title 24, Part 6 of the California Code of Regulations, California's Energy Efficiency Standards for Residential and Nonresidential Buildings) and the California Green Building Standards Code (Title 24, Part 11 of the California Code of Regulations). Thus, the CEAP would not conflict with adopted renewable energy or energy conservation plans but instead help implement State and local plans for renewable energy and energy efficiency and would result in no impact.

NO IMPACT

[37] California Public Utilities Commission. 2022. Current Renewable Procurement Status. https://www.cpuc.ca.gov/RPS/. Accessed February 2024.

7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
▪ 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?	☐	☐	■	☐
▪ Strong seismic ground shaking?	☐	☐	■	☐
▪ Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
▪ Landslides?	☐	☐	■	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	■	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	■	☐
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	■	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	■	☐

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

- *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;*
- *strong seismic ground shaking;*
- *seismic-related ground failure, including liquefaction; or*
- *landslides?*

The City of Thousand Oaks, as with the majority of the state of California, is susceptible to seismic activity. Established in the Alquist-Priolo Earthquake Fault Zoning Act, Alquist-Priolo earthquake fault zones are regulatory zones compiled by the California Geological Survey which designate the surface traces of active faults in California.[38] For the purposes of the Alquist-Priolo Earthquake Fault Zoning Act, an active fault is defined as a fault that has ruptured in the past 11,000 years.[39] There are no Alquist-Priolo earthquake fault zones that partially or fully intersect the City.[40] The nearest Alquist-Priolo earthquake fault zone is the Santa Rosa Fault, located just north of the City.[41] As such, development setback regulations pertaining to the Alquist-Priolo Earthquake Fault Zoning Act do not apply. However, several documented faults do exist within the City that could indicate near-surface faulting and surface warps; these faults have not been thoroughly evaluated for fault activity. For development projects on or near fault zones on the City geologic map, geological and geotechnical evaluations may be required during the permitting process. Incorporation of project-specific measures such as fault hazard avoidance, setbacks, and structural engineering solutions to accommodate acceptable levels of discrete movement and surface warping, would not result in significant environmental impacts.

According to the City's Safety Element, liquefaction risk zones are present along Lang Creek, which runs along Oakbrook Regional Park southwest towards State Route 23. Additional liquefaction zones run along US 101 into Newbury Park and in the northwest corner of the City's Sphere of Influence along Hill Canyon Road, where North Fork Arroyo Conejo meets Conejo Creek.[42] Proposed development located in areas of high liquefaction potential may require a geotechnical report during the permitting process. Geotechnical reports identify liquefaction potential and provide recommendations to minimize the potential for impacts associated with liquefaction to occur. The City's Municipal Code, Title 8, lists building regulations, which includes CBC and subsequent measures such as requiring site-specific geotechnical investigations and incorporating site specific recommendations regarding suit suitability and foundation design. Compliance with the Municipal Code and CBC requirements would ensure current engineering practices and standards are followed, reducing impacts related to adverse effects from liquefaction risk.

[38] California Department of Conservation (DOC). 2019. Alquist-Priolo Earthquake Fault Zones. https://www.conservation.ca.gov/cgs/alquist-priolo Accessed October 2023.
[39] California Department of Conservation (DOC). 2019. Alquist-Priolo Earthquake Fault Zones. https://www.conservation.ca.gov/cgs/alquist-priolo Accessed October 2023.
[40] California Department of Conservation. 2021. Earthquake Zones of Required Investigation. September 23, 2021. https://maps.conservation.ca.gov/cgs/EQZApp/app/ . October 2023.
[41] California Department of Conservation. 2021. Earthquake Zones of Required Investigation. September 23, 2021. https://maps.conservation.ca.gov/cgs/EQZApp/app/ . Accessed October 2023.
[42] Thousand Oaks, City of. 2045 General Plan Update. 2024. https://toaksorg.sharepoint.com/sites/GeneralPlan/Shared%20Documents/Draft%20General%20Plan%20Public%20Links/Approval%20Documents/Attachment%202%20Exhibit%20C%20General%20Plan%202045.pdf

The CEAP is a policy document containing climate measures and supporting actions to reduce GHG emissions and is consistent with the Thousand Oaks General Plan and other regional regulations. The CEAP does not propose habitable development that could result in exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides. Therefore, the CEAP would result in less-than-significant impact related to seismic- and landslide-related hazards.

LESS-THAN-SIGNIFICANT IMPACT

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

As a policy document, the CEAP would not directly require ground-disturbing activities. However, implementation of the CEAP measures (see Table 3) may promote infrastructure development and redevelopment, especially via building electrification retrofits, the addition of bike lanes and walking paths, and planting of trees and native gardens.

The physical changes these installations and enhancements would entail are dependent on the location of construction for the electric vehicle charging connections, active transportation pathways, and trees/green spaces, which in some cases may include minor temporary excavation. As such, the CEAP could result in temporary and minor construction-related soil erosion and topsoil loss impacts associated with such installations and plantings. However, projects would be reviewed for consistency with the Thousand Oaks General Plan policies and other local and State geology and soils regulations prior to final siting and construction. Further, compliance with existing regulations, including California Building Code requirements, City-issued permit requirements, and construction general permit requirements, would minimize potential cumulative seismic and geologic impacts. Therefore, the CEAP would result in a less-than-significant impact related to soil erosion, loss of topsoil, and the presence of unstable soils.

LESS-THAN-SIGNIFICANT IMPACT

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

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

The CEAP is a policy document containing measures that are consistent with the General Plan. Some of the proposed measures of the CEAP would support construction projects, such as electric vehicle charging station construction. However, the City's Building Division would determine which projects would be required to conduct geotechnical studies based on the scope of the development and adhere to related recommendations prior to final siting and construction that would reduce impacts. Therefore, the CEAP would result in a less-than-significant impact related to risks associated with location on a geologic unit or soil that is unstable, or that would become unstable as a result of the project.

LESS-THAN-SIGNIFICANT IMPACT

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The CEAP would not involve the development of habitable structures and, thus, no use of septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur related to soil capability support of alternative wastewater disposal systems.

NO IMPACT

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

As a policy document, the CEAP would not directly result in impacts related to paleontological resources or unique geologic features. However, implementation of the CEAP measures and supporting actions (see Table 3) promote infrastructure development and redevelopment, especially via building electrification retrofits, the addition of bike lanes and walking paths, and planting of trees and native gardens. The General Plan Conservation Element has policies that address paleontological resources and would reduce impacts from future development or projects. The General Plan EIR also identifies mitigation measures to further reduce impacts of future projects to less than significant. Any future projects or infrastructure development or redevelopment would have to comply with the regulations set forth in the General Plan and General Plan EIR. Therefore, implementation of the CEAP would have a less than significant impact on paleontological resources or unique geological features.

LESS-THAN-SIGNIFICANT IMPACT

8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant 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?	☐	☐	■	☐
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	■

a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

The City of Thousand Oaks has completed a communitywide Thousand Oaks GHG emissions inventory for the year 2020, which is summarized in Table 1. The largest sectors of GHG emissions are related to transportation and energy, followed by solid waste and water. CEAP measures and actions address municipal and communitywide GHG emissions. Per the CEAP, the City of Thousand Oaks is committed to an emissions reduction target of 42 percent below 2010 levels by 2030 (SB 32 target year) and reaching a longer-term goal of 85 percent reductions by 2045, consistent with SB 32, CEQA Guidelines § 15183.5, was developed to be achievable by City-supported measures identified in the CEAP. Table 2 summarizes the emission reduction targets included in the CEAP. The CEAP includes a legislative adjusted forecast of GHG emissions that will enable the City to estimate the amount of emissions reductions needed to meet its goal.

The CEAP includes measures to increase use of zero-emission vehicles; increase use of public, active, and shared transportation; increase adoption of clean electricity supply; reduce water consumption; increase composting; and increase the extent of the urban tree canopy. Table 3 includes a complete list of measures and descriptions of respective supporting actions included in this CEAP. The measures included in the CEAP combined with Statewide legislation and initiatives and regional transportation programs will enable the City to meet its 2030 emissions reduction target, but not its target of 85 percent GHG reductions by 2045. Table 5 shows the contribution of the Statewide initiatives along with the measures and actions. The City needs to achieve 63,251 MT CO_2e of GHG emissions reductions by 2030 to meet its goal. The estimated GHG reductions accounted for in the CEAP total 63,997 MT CO_2e by 2030.

Figure 3 and Table 5 illustrate how the legislative adjusted emissions are estimated to decrease, thus narrowing the emissions reductions needed by 2030. Figure 3 also shows emissions reductions needed to reach the Thousand Oaks emissions target. The measures and supporting actions combined with Statewide legislation and initiatives will enable the City of Thousand to meet its 2030 emissions reduction target.

Implementation of the CEAP would result in the reduction of community and municipal operational GHG emissions, while only generating temporary GHG emissions during construction of infrastructure development and redevelopment such as electric vehicle charging stations, bicycle paths, et cetera. Additionally, the CEAP would serve as a pathway to reduce GHG emissions and introduce other beneficial environmental and sustainability effects. These benefits include reduction in building energy consumption and vehicle miles traveled (and thus air pollution), water consumption, and solid waste generation. Therefore, the CEAP would result in a less-than-significant impact related to generation of GHG emissions.

LESS-THAN-SIGNIFICANT IMPACT

b. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

As discussed under Topic 8a above, the CEAP includes measures and actions to reduce City GHG emissions from forecasted levels by approximately 63,997 MT CO_2e by 2030. The purpose of the CEAP is to meet Thousand Oaks proportionate fair share of the Statewide GHG emissions reduction target set by AB 32 and SB 32. Therefore, the CEAP facilitates consistency with applicable GHG reduction plans, including the California Climate Change Scoping Plan and the California Climate Change Scoping Plan Updates.

The CEAP would serve as a pathway to reduce GHG emissions and introduce other beneficial environmental and sustainability effects. These benefits include reduction in building energy consumption and vehicle miles traveled (and thus air pollution), water consumption, and solid waste generation. Therefore, the CEAP would result in no impact related to consistency with applicable GHG emissions reduction plans, policies, and regulations.

NO IMPACT

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant 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?	☐	☐	■	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	■	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	☐	☐	■	☐
d. Be located on a site that is included on a list of hazardous material 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?	☐	☐	■	☐
e. For a project located in 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?	☐	☐	☐	■
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	■	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	■

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

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?

Implementation of some of the CEAP measures and actions (see Table 3), such as the installation of bicycle facilities, energy retrofits, and electric vehicle charging stations, may involve the use and transport of fuels, lubricating fluids, and solvents, among other activities. These types of materials are not considered acutely hazardous, and all storage, handling, and disposal of these materials are regulated by the California Department of Toxic Substances Control (CDTSC), United States Environmental Protection Agency (USEPA), Occupational Safety & Health Administration (OSHA), and Ventura County Department of Public Health - Environmental Health Division. Additionally, future development would be subject to review by the City for compliance with the General Plan and Municipal Code and would also be required to comply with applicable local, State, and Federal regulations. Therefore, the CEAP would result in a less-than-significant impact related to creating a significant hazard.

LESS-THAN-SIGNIFICANT IMPACT

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

Implementing some measures and actions may require future development or improvements, such as bike paths, solar panels, electric vehicle charging stations, battery storage, or building improvements related to electrification. However, projects would be reviewed for consistency with the General Plan and Municipal Code and applicable local, State, and federal regulations. Therefore, the CEAP would result in a less-than-significant impact related to handling of hazardous materials in proximity to an existing or proposed school.

LESS-THAN-SIGNIFICANT IMPACT

d. Would the project be located on a site that is included on a list of hazardous material 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?

The CEAP does not include site-specific proposals for development, but implementation of the measures and actions could result in projects that may be located on listed hazardous materials sites. However, future projects would be reviewed for consistency with the General Plan and Municipal Code and would be required to comply with applicable local, State, and federal regulations. Therefore, the CEAP would result in a less-than-significant impact related to location on a listed hazardous materials site.

LESS-THAN-SIGNIFICANT IMPACT

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?

The City does not operate an airport, as the nearest airport is located 19.5 miles outside of City limits. Therefore, the CEAP would result in no impact related to risks associated with location proximate to a public airport.

NO IMPACT

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

Construction activities associated with development forecasted in accordance with the Building Energy and Transportation Measures would be minor and would not interfere with adopted emergency response or evacuations plans as a result of temporary construction activities within rights-of-way, which could impede emergency access. Any temporary construction barricades or other obstructions that could impede emergency access on State highway systems/routes would be subject to the standards set forth in the California Manual of Uniform Traffic Control Devices (Manual).[43] The Manual requires the creation and approval of temporary traffic control plans to be used for facilitating road users through a work zone. Adherence to the requirements of the Manual for all construction activity would minimize potential impacts associated with the impairment or physical interference of an adopted emergency response plan or evacuation procedures for State highways. Future development forecasted in accordance with the CEAP will be reviewed by the Ventura County Fire Department to ensure consistency with emergency access requirements. Infrastructural improvements that involve work in the public right-of-way would be subject to applicable City requirements to ensure appropriate traffic control, pursuant to the Thousand Oaks Municipal Code. Additionally, as part of standard development procedures in the City, development plans must be submitted to the City's Community Development Department for review and approval to ensure that all new development would have adequate emergency access and escape routes in compliance with existing City and County Fire Department regulations. Therefore, the CEAP would result in a less than significant impact related to impairment or interference with implementation of an emergency response or evacuation plan.

LESS THAN SIGNIFICANT IMPACT

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

The CEAP is a policy-level document that does not propose specific or other physical changes such as habitable development that could be put at risk in the case of a wildfire, nor does it grant entitlements for development that would have the potential to directly cause wildfire. Rather, the CEAP would aim to reduce natural gas infrastructure that poses wildfire risk if damaged during seismic events and to underground new or restructured electric power lines that pose wildfire risk if damaged during high-wind events. Thus, the CEAP would result in no impact related to wildfire.

NO IMPACT

[43] California Department of Transportation (Caltrans). 2021. California Manual on Uniform Traffic Control Devices. 2014 Edition Revision 6. https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/ca-mutcd/rev6/camutcd2014-rev6.pdf. Accessed October 2023.

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10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant 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?	☐	☐	☐	■
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	■
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;	☐	☐	■	☐
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	■	☐
(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	☐	☐	■	☐
(iv) Impede or redirect flood flows?	☐	☐	■	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	■	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	■	☐

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

Future implementation of the measures and actions of the CEAP (see Table 3) would be reviewed for consistency with local and State regulations, including the implementation of stormwater pollution prevention plans (SWPPs). As such, the CEAP's related infrastructure changes would not utilize or alter water supply or result in new or different wastewater discharge. Additionally, projects would be small in scale and would not typically warrant substantial adverse construction impacts related to surface or groundwater quality, thus maintaining impact levels below CEQA thresholds. Therefore, the CEAP would result in no impact related to surface or groundwater water quality in Thousand Oaks.

NO IMPACT

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?

The CEAP's Adaptation and Resilience measures incorporate plans to encourage diverting groundwater and treating wastewater for potable re-use. Additionally, increased tree planting would increase the amount of pervious areas in the City, thus increasing groundwater recharge. As such, implementing the CEAP would have a beneficial effect related to local groundwater recharge as well as support groundwater management in Thousand Oaks. Therefore, the CEAP would result in no impact related to impedance of sustainable groundwater management in the local groundwater basins.

NO IMPACT

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;

ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

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

iv. impede or redirect flood flows?

Implementation of the CEAP measures and supporting actions (see Table 3) may promote infrastructure development and redevelopment. Building energy measures, such as incorporating electrification retrofits, and transportation measures such as increasing walking and bicycle paths could result in small scale construction activities within Thousand Oaks. Additionally, Adaptation and Resilience measures include exploring diversion of stormwater to capture water for potable re-use. The inclusion of other measures such as planting more trees and native gardens would add pervious surfaces to the City, increasing the efficiency of groundwater capture.

Projects would be required to undergo environmental review, including assessment and mitigation incorporation, implementation of a SWPPP and compliance with applicable local, State, and Federal regulations once project details and locations are known. Additionally, impacts to drainage and water quality during construction would be minimized through the implementation of best management practices for erosion control and drainage device maintenance, under Title 7 Chapter 3 Section 21 of the Thousand Oaks Municipal Code. Further, CEAP-related infrastructure changes would be designed to not result in substantial additional erosion or runoff. Therefore, the CEAP would result in a less-than-significant impact related to drainage flows and polluted runoff.

LESS-THAN-SIGNIFICANT IMPACT

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

As described by the City of Thousand Oaks General Plan Safety Element, parts of the City are located in 100 and 500-year floodplains. The City is part of the Calleguas Creek Watershed and can experience flooding due to heavy rainfall, which can overload the existing stormwater system. The flood areas within the City are located near Newbury Park, south of US 101, and between Old Conejo Road and Borchard Road.[44]

Pursuant to the City's Flood Hazard Reduction Ordinance of the Municipal Code, proposed development located in FEMA Flood Hazard Zones requires anchoring, flood resistant materials, and base flood elevation determination from the Building Division.[45] New development forecasted in accordance with the CEAP that takes place within a special flood hazard zone would be required to obtain a flood development permit and meet all requirements of Section 4-7.04 of the Municipal Code, which provides requirements to mitigate potential flood sicks, including general construction standards.[46] Therefore, implementation of the CEAP would result in a less than significant impact related to flooding and inundation resulting in release of pollutants.

LESS-THAN-SIGNIFICANT IMPACT

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

CEAP measure AR3.2: Pursue local groundwater options, would result in sustainable extraction of groundwater in accordance with the findings of the Groundwater Management Plan the City completed in 2020, which concluded that the groundwater basin has a sustainable yield that could supply up to 5-10% of the City's needs. To implement this measure, the City will pursue a design and environmental review process to evaluate the existing groundwater well at the Los Robles Greens Golf Course, with a goal of beneficially re-using the water for potable purposes. This may include collaboration with Las Virgenes Municipal Water District on their Pure Water Project. Additional CEAP measures (AR3.1, AR3.3, AR3.5, AR3.8, and AR3.9) promote regional collaboration for utilizing local stormwater and recycled water, encourage water savings and potential use of water budgets, and promote increased use of pervious surfaces within Thousand Oaks, which would aid in groundwater conservation and recharge. The CEAP would not interfere with or obstruct

[44] Thousand Oaks, City of. 2045 General Plan Update. 2024. https://toaksorg.sharepoint.com/sites/GeneralPlan/Shared%20Documents/Draft%20General%20Plan%20Public%20Links/Approval%20Documents/Attachment%202%20Exhibit%20C%20General%20Plan%202045.pdf

[45] Thousand Oaks, City of. 2024. Municipal Code. https://codelibrary.amlegal.com/codes/thousandoaks/latest/thousandoaks_ca/0-0-0-4903#JD_4-7.04

[46] Thousand Oaks, City of. 2024. Municipal Code. https://codelibrary.amlegal.com/codes/thousandoaks/latest/thousandoaks_ca/0-0-0-4903#JD_4-7.04

implementation of water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Therefore, the CEAP would result in a less-than-significant impact related to consistency with a water quality control plan or sustainable groundwater management plan.

LESS THAN SIGNIFICANT IMPACT

11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	■
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?	☐	☐	■	☐

a. Would the project physically divide an established community?

The CEAP is a policy document containing measures and actions that are consistent with the Thousand Oaks 2045 General Plan and does not include specific development projects that would divide an established community. Measure TR-1.1 involves implementing smart growth policies, Measure TR1.2 involves increasing opportunities to both live and work in the City, Measure TR-1.3 involves continuing to enhance access to safe active transportation, such as walking or biking through implementation of the Active Transportation Plan, Measure TR-1.4 involves ensuring new developments consider walkability and bikeability, and Measure TR-1.5 supports increased public transit options. These measures are aimed at decreasing vehicle miles traveled and increasing active transportation within the City. Such measures and supporting actions would help to increase connectivity within the Thousand Oaks community. Therefore, the CEAP would result in no impact related to the division of an established community.

NO IMPACT

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The CEAP is a policy document containing measures and actions that are consistent with the Thousand Oaks General Plan and that are designed to reduce adverse environmental impacts associated with climate change. Nonetheless, implementing the CEAP would require some modification of existing policies, including developing and implementing new programs, and projects, or modifying existing ones. For example, Measures BE-1.1, BE-1.2, BE-1.3, BE-2.1, BE-2.2, TR-2.1, TR-2.2, TR-2.3, TR-2.4, TR-2.5, TR-2.6, TR-2.9, SW-1.1, SW-1.2, and EN-1.1, EN-1.2, and EN-1.3, EN-2.3 call for the adoption of new codes/ordinances or development of programs or projects related to building electrification, solar and electric vehicle charging infrastructure installation, organic waste collection and recovery, shade trees, and dark skies/reductions in outdoor lighting.

In order to implement these measures and the supporting actions, the City Municipal Code, General Plan, and other applicable documents may need to be amended to reflect new or modified requirements. Where modifications of existing policies are needed, such as updates to policies

related to energy and active transportation, the measures would result in greater avoidance or reduction of environmental effects, further enhancing and promoting existing policies. Therefore, the CEAP would result in less-than-significant impact related to consistency with current land use plans or policies.

LESS THAN SIGNIFICANT IMPACT

12 Mineral Resources

	Potentially Significant Impact	Less than Significant 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?	☐	☐	☐	■
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?	☐	☐	☐	■

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?

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?

The California Geological Survey's (CGS) *Updated Mineral Land Classification Map for Concrete-Grade Aggregates in the Western Ventura County and Simi Production-Consumption Regions* map indicates that the City is within Mineral Resources Zones-1 (MRZ) and MRZ -3 (CGS 2011). MRZ-1 designations indicate areas containing little or no mineral deposits and MRZ-3 designations indicate deposits identified of undetermined mineral resource significance. The CEAP would not facilitate infrastructure development projects within the City that could result in the loss of availability of known mineral resources. Therefore, the CEAP would result in no impact related to mineral resource.

NO IMPACT

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13 Noise

	Potentially Significant Impact	Less than Significant 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?	☐	☐	■	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■

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?

Some of the measures and actions included in the CEAP would support construction projects, such as electric vehicle charging station construction that may result in a temporary increase in noise levels. However, future projects identified as measures/actions in the CEAP would be reviewed for consistency with the General Plan Noise Element and the City's noise ordinance, found in Municipal Code Title 5 Chapter 21, and would be required to comply with applicable local, State, and Federal regulations.[47]

The City of Thousand Oaks General Plan identifies noise-sensitive land uses and noise sources and policies to provide for the protection of the community from the adverse effects of excessive noise. The CEAP encompasses a suite of climate change mitigation opportunities that affect the transportation sector. Such measures encourage transitioning to electric vehicle fleets, building electric vehicle charging stations, and building out bike lanes and walking paths. These measures would not only reduce vehicle miles traveled but also reduce traffic-related noise in Thousand Oaks. Therefore, the CEAP would not generate excessive noise levels and would result in a less-than-significant impact related to noise exposure.

LESS-THAN-SIGNIFICANT IMPACT

[47] Thousand Oaks, City of. 1990. Municipal Code Chapter 5.21. Noise. https://codelibrary.amlegal.com/codes/thousandoaks/latest/thousandoaks_ca/0-0-0-6363

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Some of the measures and actions would support minor construction projects, such as electric vehicle charging station construction and bike path installation that may result in a temporary increase in groundborne vibration. Future projects would be subject to review by the City for compliance with the General Plan and Municipal Code and would be required to comply with applicable local, State, and Federal regulations. Additionally, due to the small scale of the projects included in the measures and actions, major ground disturbing equipment is unlikely to be used, thus minimizing instances of groundborne vibration. Therefore, the CAP would result in a less-than-significant impact related to groundborne vibration.

LESS-THAN-SIGNIFICANT IMPACT

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The City does not have any airports or airstrips within its boundaries. The CEAP does not propose land use or zoning changes related to airports, airstrips, or heliports, nor does it include development that would increase exposure to excessive noise levels associated with operation of airports, airstrips, or heliports. Therefore, the CEAP would result in no impact related to aviation-related noise exposure.

NO IMPACT

14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☐	■
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

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)?

or

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

The CEAP does not include measures or actions that would increase the population or induce additional population growth that would displace people or housing. Therefore, the CEAP would result in no impact related to population and housing.

NO IMPACT

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15 Public Services

		Potentially Significant Impact	Less than Significant 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, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	▪ Fire protection?	☐	☐	☐	■
	▪ Police protection?	☐	☐	☐	■
	▪ Schools?	☐	☐	☐	■
	▪ Parks?	☐	☐	☐	■
	▪ Other public facilities?	☐	☐	☐	■

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

- *Fire protection;*
- *Police protection;*
- *Schools;*
- *Parks; or*
- *Other public facilities?*

Implementation of the CEAP would not result in increases in population or induce additional population growth. As such, the CEAP would not require the construction of new governmental facilities to serve additional population, the construction of which could cause significant environmental impacts. Therefore, the CEAP would result in no impact related to public services in terms of need for the construction of new or altered governmental facilities.

NO IMPACT

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16 Recreation

	Potentially Significant Impact	Less than Significant 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?	☐	☐	☐	■
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?	☐	☐	☐	■

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?

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?

Recreational amenities in Thousand Oaks include approximately 15,250 acres of open space and a multitude of park facilities including community parks, district-wide parks, neighborhood parks, playfields, regional parks, and special facilities.[48]

The CEAP would not result in substantial population growth or direct land use changes. As such, implementation of the CEAP would not result in a substantial physical deterioration of parks or other recreational facilities or result in the need to expand recreational facilities. Therefore, the CEAP would result in no impact related to the need for construction of new or altered recreational facilities.

NO IMPACT

[48] Thousand Oaks, City of. 2023. Program Environmental Impact Report for the 2045 General Plan Update. August 2023. https://toaksorg.sharepoint.com/:b:/s/GeneralPlan/EXMBMNouJalGkbzlha4kWIEBxBAYwxOFvTqcomIArIFiEQ?e=E1SaSB. Accessed February 1, 2024.

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17 Transportation

	Potentially Significant Impact	Less than Significant 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?	☐	☐	■	☐
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	■	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	■	☐
d. Result in inadequate emergency access?	☐	☐	■	☐

a. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

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

The CEAP is a policy document containing measures and actions that are consistent with the City General Plan Mobility Element, with many that are aimed at facilitating the implementation of the local transportation programs and improvements. Implementation of some of the measures and actions included in the CEAP may require future infrastructure development or improvements, such as bike paths. However, projects would be subject to review by the City for compliance with the General Plan and be required to comply with applicable local, State, and Federal regulations. Additionally, the projects included in the measures and actions support decreasing vehicle miles traveled by encouraging alternative forms of transportation and the development of related infrastructure. Therefore, the CEAP would result in less-than-significant impact related to inconsistency with existing plans that address the transportation circulation system.

LESS-THAN-SIGNIFICANT IMPACT

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

d. Would the project result in inadequate emergency access?

Implementation of some CEAP measures may involve minor construction within the local right-of-way. However, construction would be temporary and access to roadways would generally be maintained throughout project construction. Furthermore, future projects involving work in the

public right-of-way would be required to coordinate with the City through the encroachment permit process to ensure appropriate construction staging and adequate vehicular and pedestrian access on adjacent roadways. Projects would be reviewed for consistency with the Thousand Oaks General Plan, City Municipal Code, County regulations and other applicable local and State regulations. Coordination with the City would ensure that significant impacts to the circulation system design, including safety impacts and emergency access, would not occur. As such, construction of future CEAP-related projects would not create transportation design hazards or result in inadequate emergency access. Therefore, the CEAP would result in a less-than-significant impact related to transportation hazards and emergency access.

LESS-THAN-SIGNIFICANT IMPACT

18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☐	■	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	■	☐

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 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)?

b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?

The earliest inhabitants of Southern California were hunters visiting the region approximately 12,000 Before Common Era (BCE) that were the cultural ancestors of the Chumash. Evidence of significant and continuous habitation of the Conejo Valley region began around 7000 BCE. The City contains known archaeological sites. The Oakbrook Regional Park Archaeological Area is a 428-acre park containing 11 archaeological sites within a few yards of one another along the streambed of a narrow oak-wooded canyon, with bedrock mortars and shelters containing Chumash pictographs. There is the potential to encounter previously unidentified archaeological resources on sites that may be developed with future projects facilitated by the CEAP. Much of the City is previously developed and disturbed; however, there is some potential for archeological resources to exist within the planning area. Undeveloped properties have a higher probability of containing previously

unidentified archaeological resources given the probable lack of previous ground-disturbing activities on these properties. However, ground disturbance into native (previously undisturbed) soils on any development site could encounter previously undiscovered prehistoric or historic-period resources. The potential exists for archaeological resources to occur below the ground surface throughout Thousand Oaks, which may be disturbed and damaged by grading and excavation activities associated with new development.

The General Plan EIR includes numerous mitigation measures (Mitigation Measure CUL-1 through CUL-4) which ensure that project-level impacts to unknown archaeological and tribal cultural resources are adequately mitigated. These mitigation measures provide for archaeological monitoring of project ground disturbance and identify the steps to be taken if archaeological resources are encountered, including resources that may be of importance to Native American Tribes. After implementation of Mitigation Measures CUL-1 through CUL-4, the proposed projects contribution to cumulative impacts to archaeological resources and tribal cultural resources would not be cumulatively considerable.

As part of statutorily required AB 52 consultation processes, the City sent letters to 14 Native American Tribes on October 10, 2023. Although the City received one request for consultation from the Coastal Band of the Chumash Nation (CBCN) tribe, there was no response to meeting requests sent by the City. On 2/28/24 the CBCN was notified that the consultation period under AB 52 had concluded.

Implementation of the CEAP measures could impact unknown tribal cultural resources during construction that involves below-grade activities. However, projects would be required to comply with the General Plan's mitigation measures CUL-1 through CUL-4 and Historic Preservation policy that states that 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. Additionally, future related projects would be required to undergo environmental review, including assessment and mitigation incorporation once project details and locations are known. Therefore, the CEAP would result in a less-than-significant impact related to tribal cultural resources.

LESS-THAN-SIGNIFICANT IMPACT

19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant 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?	☐	☐	■	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	■
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	■
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	■
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	■

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?

The CEAP is a policy document aimed at reducing water and energy consumption throughout Thousand Oaks and does not include site-specific infrastructure designs or project proposals. Implementing the CEAP would not result in an increase in population and housing nor would it facilitate growth beyond that anticipated by the General Plan. As such, implementing the CEAP would not create new demand related to water, wastewater, stormwater drainage, natural gas power, or telecommunications utilities.

However, projects resulting from implementation of the CEAP could include redevelopment and/or restructuring of electricity and natural gas power facilities and infrastructure, and encourage the electrification of buildings and vehicles, likely increasing some demand on electric power. These measures are discussed in Table 3.

Water Supply Facilities/Infrastructure

The City's water supplies are managed pursuant to the 2020 Urban Water Management Plan (UWMP) and the 2018 Water Master Plan. The City is the water purveyor to about 36 percent of water users in the City and serves the main Thousand Oaks area, the Newbury Park Area, and unincorporated areas within the County.[49] The City water system consists of 232 miles of transmission and distribution pipelines, 15 pump stations, 10 pressure reducing stations, and 16 reservoirs with a total capacity of 35.5 million gallons.[50] The City services over 17,000 accounts, which are predominantly made up of residential and commercial properties. All City water customers also receive wastewater services via the Hill Canyon Wastewater Treatment Plant, which is discharged into the North Fork of the Arroyo Conejo Creek.

The City water supply is purchased from the Calleguas Municipal Water District (CMWD), which receives its supply from the Metropolitan Water District of Southern California (MWDSC). The source of this water is primarily the State Water Project (SWP), with a variable but small amount from the Colorado River.[51]

The CEAP would not result in new land uses that would contribute to an increase in water use compared to existing conditions or require relocation or construction of new water infrastructure. Therefore, no impact related to the need for construction or expansion of water supply facilities and infrastructure would occur.

Wastewater Treatment Facilities/Infrastructure

The City operates the Hill Canyon Treatment Plant (HCTP), a wastewater system with a 14 million gallon per day capacity and an average flow of 8 million gallons of wastewater per day. Wastewater is treated to an advanced tertiary level at HCTP, which allows it to be reused without restrictions. Additionally, HCTP utilizes renewable energy produced from a co-generation facility fueled by onsite biogas and a solar array, which together supply a significant proportion of HCTP's energy.[52] HCTP has three treatment facilities on the 60-acre property. The primary treatment facility - the headworks, serves as the first point of contact for wastewater, and filters heavy grit and removes major debris and large objects from the water. The secondary treatment facility - the bioreactors, is the nutrient removal facility, comprising a series of aeration pools. The tertiary treatment facility serves as the final filtration and disinfection system before discharge to Arroyo Conejo Creek.[53]

[49] Thousand Oaks, City of. 2020. Urban Water Management Plan. https://www.toaks.org/home/showpublisheddocument/34615/637622911794430000
[50] Thousand Oaks, City of. 2020. Urban Water Management Plan. https://www.toaks.org/home/showpublisheddocument/34615/637622911794430000
[51] Thousand Oaks, City of. 2020. Urban Water Management Plan. https://www.toaks.org/home/showpublisheddocument/34615/637622911794430000
[52] Thousand Oaks, City of. Hill Canyon Treatment Plant Master Plan. 2020. https://www.toaks.org/home/showpublisheddocument/33783/637556328316130000
[53] Thousand Oaks, City of. Hill Canyon Treatment Plant Master Plan. 2020. https://www.toaks.org/home/showpublisheddocument/33783/637556328316130000

The CEAP would not require relocation or construction of new wastewater collection or treatment infrastructure. Therefore, no impact related to the need for construction or expansion of wastewater treatment facilities and infrastructure would occur.

Stormwater Drainage Facilities/Infrastructure

Stormwater within the City that does not infiltrate into the ground becomes surface runoff and flows into surface waterways or is channeled into the City's storm drain system which conveys it into creeks and ultimately into the Pacific Ocean. The City's Public Works Department is responsible for the water quality management of stormwater within the City, and for maintaining City-owned and street storm drains. Discharges from the City's storm drain system into the ocean and creeks are permitted under the State Water Resources Control Board's National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4s), Order No. 2013-0001-DWQ.[54]

Construction of infrastructure development and redevelopment could result in erosion and potential redirect of flood flows or drainage patterns. However, implementation of proposed actions would not include infrastructure changes that would result in additional sources of polluted runoff. Additionally, future related projects would be required to undergo environmental review, including assessment and mitigation incorporation once project details and locations are known. As a result, no negative impacts related to polluted runoff would occur. Therefore, implementing the CEAP would have no effect on polluted runoff. As such, implementation of the CEAP would not require a Stormwater Pollution Prevention Plan (SWPPP). Therefore, no impact related to the need for construction or expansion of stormwater drainage facilities and infrastructure would occur.

Electric Power Facilities/Infrastructure

Building Energy measures propose reducing residential and commercial natural gas consumption and incorporating electrification accelerator programs for these buildings. In addition, the installation of new electric vehicle charging stations would involve the construction of new electric facilities and infrastructure and could also involve the relocation of existing electric power infrastructure and transmission lines. The CEAP would serve as a pathway to increase beneficial environmental and sustainability effects of electrification. Therefore, the CEAP would result in a less-than-significant impact related to construction, expansion, or relocation of electric power facilities and infrastructure.

Natural Gas Power Facilities/Infrastructure

The CEAP would not involve new land uses that require new or additional natural gas service. However, implementation of the CEAP could involve the relocation or removal of existing natural gas facilities and infrastructure. The CEAP would serve as a pathway to increase beneficial environmental and sustainability effects. These benefits include a reduction in energy consumption. Therefore, the CEAP would result in a less-than-significant impact related to removal of natural gas power facilities and infrastructure.

[54] State Water Resources Control Board (SWRCB). 2013. National Pollutant Discharge Elimination System (NPDES) General Permit for Waste Discharge Requirements (WDRs) for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4s). February 5, 2013. https://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/remediated_phase2ms4permit_v2.pdf. Accessed October 2023.

Telecommunications Facilities/Infrastructure

The proposal plan would not involve new land uses that would require telecommunications infrastructure and is not anticipated to involve the relocation of existing telecommunications facilities. Therefore, the CEAP would result in no impact related to the need for construction or expansion of telecommunication facilities and infrastructure.

LESS THAN SIGNIFICANT IMPACT

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?

c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The CEAP is a policy-level document that does not include site-specific infrastructure designs or project proposals, nor does it grant entitlements for development that would have the potential to increase demand for water supply or other utility services. Implementing the CEAP would cause no new residential construction but instead would help regulate it to help decrease water demand and wastewater treatment demand. Thus, the CEAP would result in no impact related to water supply and wastewater treatment.

NO IMPACT

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?

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The CEAP would not involve new land uses that require new or additional solid waste collection service. The CEAP includes measures to decrease the amount of organic waste in the waste stream, as well as educate stakeholders and collaborate with the County to decrease the use and purchase of non-recyclables and enhance sustainable purchasing practices. Additionally, because the CEAP is a policy document that would not facilitate growth beyond that anticipated by the General Plan, it would not generate solid waste in excess of State or local standards. Therefore, the CEAP would result in no impact related to solid waste.

NO IMPACT

20 Wildfire

	Potentially Significant Impact	Less than Significant 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?	☐	☐	☐	■
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	■
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	■
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	■

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?

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?

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?

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 downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The CEAP would not introduce new features or policies that would preclude implementation of or alter policies or procedures that aim to reduce wildfire risk such the General Plan Safety Element, County's Multijurisdictional Hazard Mitigation Plan, and Ventura County Fire Code. Therefore, implementation of the CEAP would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

The CEAP is a policy-level document that does not propose specific or other physical changes such as habitable development that could be put at risk in the case of a wildfire, nor does it grant entitlements for development that would have the potential to directly cause wildfire. Rather, the CEAP aims to reduce natural gas infrastructure that poses wildfire risk if damaged during seismic events. Thus, the CEAP would result in no impact related to wildfire or implementation of an adopted emergency response plan or emergency evacuation plan.

NO IMPACT

21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Does the project:				
a. 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?	☐	☐	■	☐
b. 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)?	☐	☐	■	☐
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	■	☐

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?

The intent of the CEAP is to reduce GHG emissions from the Thousand Oaks community and municipal operations through implementation of measures and corresponding actions. The measures and supporting actions are consistent with the 2045 Thousand Oaks General Plan and encourage residents, businesses, and the City to reduce energy use, fuel use, water use, vehicle miles traveled, and solid waste generation and the associated GHG emissions. The CEAP would not facilitate development that would eliminate or threaten wildlife habitats or eliminate important examples of the major periods of California history or prehistory. Therefore, as discussed in more

detail in Section 4, *Biological Resources*, and Section 5, *Cultural Resources*, the CEAP would result in a less-than-significant impact related to biological and cultural resources.

LESS-THAN-SIGNIFICANT IMPACT

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)?

Implementation of the CEAP would result in a cumulatively beneficial reduction of GHG emissions across the City. In addition, as discussed throughout the discussions within this document, the CEAP would not result in significant cumulative impacts. Rather, implementation of the CEAP would be consistent with General Plan policies aimed at reducing emissions of GHGs and air pollutants, reducing vehicle miles traveled, reducing energy and water supply demands on utilities, and decreasing solid waste generation. Therefore, the CEAP would result in an overall less-than-significant cumulative impact related to all CEQA topics addressed within this document.

LESS-THAN-SIGNIFICANT IMPACT

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

The CEAP would not result in adverse effects on human beings. Rather, as discussed throughout this document, the CEAP would serve as a pathway to reduce GHG emissions and other positive environmental and sustainability effects. These benefits include reduction in non-renewable building energy consumption and vehicle miles traveled (and thus air pollution), in transportation-related GHG emissions, energy and water consumption, and solid waste generation. However, as discussed in more detail in Section 3, *Air Quality*, Section 13, *Noise*, and Section 17, *Transportation*, the CEAP could cause temporary construction impacts related to transportation, air quality, and noise that could, in turn, affect human beings but would not result in a substantial adverse environmental effect. Therefore, the CEAP would result in a less-than-significant impact related to potential for adverse effects on human beings.

LESS-THAN-SIGNIFICANT IMPACT

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List of Preparers

Rincon prepared this CEAP and GHG Emissions Threshold Initial Study-Negative Declaration under contract to the City of Thousand Oaks. Persons involved in data gathering, environmental impact analysis, quality review, graphics preparation, and document formatting include the following.

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Appendix A

Sources, Health Effects, and Typical Controls Associated with Criteria Pollutants

Sources, Health Effects, and Typical Controls Associated with Criteria Pollutants

Pollutant	Sources	Health Effects	Typical Controls
Ozone (O_3)	Formed when reactive organic gases (ROG) and nitrogen oxides react in the presence of sunlight. ROG sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil); solvents; petroleum processing and storage.	Breathing difficulties, lung tissue damage, vegetation damage, damage to rubber and some plastics.	Reduce motor vehicle reactive organic gas (ROG) and nitrogen oxide (NO_X) emissions through emission standards, reformulated fuels, inspections programs, and reduced vehicle use. Limit ROG emissions from commercial operations, gasoline refueling facilities, and consumer products. Limit ROG and NO_X emissions from industrial sources such as power plants and manufacturing facilities.
Carbon monoxide (CO)	Any source that burns fuel such as automobiles, trucks, heavy construction and farming equipment, residential heating.	Chest pain in heart patients, headaches, reduced mental alertness.	Control motor vehicle and industrial emissions. Use oxygenated gasoline during winter months. Conserve energy.
Nitrogen dioxide (NO_2)	See Carbon Monoxide.	Lung irritation and damage. Reacts in the atmosphere to form ozone and acid rain.	Control motor vehicle and industrial combustion emissions. Conserve energy.
Sulfur dioxide (SO_2)	Coal or oil burning power plants and industries, refineries, diesel engines.	Increases lung disease and breathing problems for asthmatics. Reacts in the atmosphere to form acid rain.	Reduce use of high sulfur fuels (e.g., use low sulfur reformulated diesel or natural gas). Conserve energy.
Respirable particulate matter (PM_{10})	Road dust, windblown dust, agriculture and construction, fireplaces. Also formed from other pollutants (NO_X, SO_X, organics).	Increased respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling.	Control dust sources, industrial particulate emissions, woodburning stoves and fireplaces. Reduce secondary pollutants which react to form PM_{10}. Conserve energy.
Fine particulate matter ($PM_{2.5}$)	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning. Also formed from reaction of other pollutants (NO_X, SO_X, organics, and NH3).	Increases respiratory disease, lung damage, cancer, and premature death, reduced visibility, surface soiling. Particles can aggravate heart diseases such as congestive heart failure and coronary artery disease.	Reduce combustion emissions from motor vehicles, equipment, industries, and agricultural and residential burning. Precursor controls, like those for ozone, reduce fine particle formation in the atmosphere.
Lead	Metal smelters, resource recovery, leaded gasoline, deterioration of lead paint.	Learning disabilities, brain and kidney damage. Control metal smelters.	No lead in gasoline or paint.
Sulfur Dioxide (SO_2)	Coal or oil burning power plants and industries, refineries, diesel engines.	Increases lung disease and breathing problems for asthmatics. Reacts in the atmosphere to form acid rain.	Reduce use of high sulfur fuels (e.g., use low sulfur reformulated diesel or natural gas). Conserve energy.
Sulfates	Produced by reaction in the air of SO2, (see SO2 sources), a component of acid rain.	Breathing difficulties, aggravates asthma, reduced visibility.	See SO2

Pollutant	Sources	Health Effects	Typical Controls
Hydrogen Sulfide	Geothermal power plants, petroleum production and refining, sewer gas.	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations).	Control emissions from geothermal power plants, petroleum production and refining, sewers, and sewage treatment plants.
Visibility Reducing Particulates	See $PM_{2.5}$	Reduced visibility (e.g., obscures mountains and other scenery), reduced airport safety.	See $PM_{2.5}$
Vinyl Chloride	Exhaust gases from factories that manufacture or process vinyl chloride (construction, packaging, and transportation industries).	Central nervous system effects (e.g., dizziness, drowsiness, headaches), kidney irritation, liver damage, liver cancer.	Control emissions from plants that manufacture or process vinyl chloride, installation of monitoring systems.
Toxic Air Contaminant (TAC)	Combustion engines (stationary and mobile), diesel combustion, storage and use of TAC-containing substances (i.e., gasoline, lead smelting, etc.)	Depends on TAC, but may include cancer, mutagenic and/or teratogenic effects, other acute or chronic health effects.	Toxic Best Available Control Technologies (T-BACT), limit emissions from known sources.

Source: Compiled by Rincon Consultants, Inc. in September 2020

Appendix B

Description of Greenhouse Gases of California Concern

Description of Greenhouse Gases of California Concern

Greenhouse Gas	Physical Description and Properties	Global Warming Potential (100 years)	Atmospheric Residence Lifetime (years)	Sources
Carbon dioxide (CO_2)	Odorless, colorless, natural gas.	1	50–200	Burning coal, oil, natural gas, and wood; decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; oceanic evaporation; volcanic outgassing; cement production; land use changes
Methane (CH_4)	Flammable gas and is the main component of natural gas.	28	12	Geological deposits (natural gas fields) extraction; landfills; fermentation of manure; and decay of organic matter
Nitrous oxide (N_2O)	Nitrous oxide (laughing gas) is a colorless GHG.	298	114	Microbial processes in soil and water; fuel combustion; industrial processes
Chloro-fluoro-carbons (CFCs)	Nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (level of air at the Earth's surface); formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms.	3,800–8,100	45–640	Refrigerants aerosol propellants; cleaning solvents
Hydro-fluoro-carbons (HFCs)	Synthetic human-made chemicals used as a substitute for CFCs and contain carbon, chlorine, and at least one hydrogen atom.	140 to 11,700	1–50,000	Automobile air conditioners; refrigerants
Per-fluoro-carbons (PFCs)	Stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface.	6,500 to 9,200	10,000–50,000	Primary aluminum production; semiconductor manufacturing
Sulfur hexafluoride (SF_6)	Human-made, inorganic, odorless, colorless, and nontoxic, nonflammable gas.	22,800	3,200	Electrical power transmission equipment insulation; magnesium industry, semiconductor manufacturing; a tracer gas
Nitrogen trifluoride (NF_3)	Inorganic, is used as a replacement for PFCs, and is a powerful oxidizing agent.	17,200	740	Electronics manufacture for semiconductors and liquid crystal displays

Source: Compiled by Rincon Consultants, Inc. in September 2020

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